



# West Dorset, Weymouth & Portland Local Plan

2015



# **WEST DORSET, WEYMOUTH AND PORTLAND LOCAL PLAN**

**2011-2031**

Adopted October 2015

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## 1 Introduction

### 1.1 THIS LOCAL PLAN

#### WHAT IS A LOCAL PLAN?

- 1.1.1 The planning system governs the use and development of land. It controls which new buildings will be built and where they should go. Nationally there is a presumption in favour of sustainable development and local councils are expected to plan positively for the needs of their area.
- 1.1.2 The local plan is the main basis for making decisions on planning applications. Planning decisions must be made in accordance with the local plan, unless material considerations indicate otherwise. And it gives local communities, developers and investors greater certainty about the types of applications that are likely to be approved. The local plan sits alongside the National Planning Policy Framework, which must also be taken into account in making decisions on planning applications and in the preparation of local and neighbourhood development plans.
- 1.1.3 Neighbourhood development plans, when adopted, will form part of the development plan. These are prepared by the local community (such as the parish or town council, or elsewhere a neighbourhood forum). These can be as simple, or as detailed, as local people want, provided that they are in line with national planning policy, and the strategic policies of the local plan. Where they are in conflict the policies contained in the neighbourhood development plan will effectively replace the non-strategic policies in the local plan for that neighbourhood. Where this plan or any development plan documents are adopted after a neighbourhood plan has been adopted, the council will issue a statement of conformity to clarify whether any policies in the neighbourhood plan are superseded.
- 1.1.4 Other development plan documents and supplementary planning documents may be produced when necessary to cover specific topics, sites or to provide more detailed guidance. These too will be taken into account in any planning decisions. All relevant planning policy documents can be seen at the council offices and on [www.dorsetforyou.com](http://www.dorsetforyou.com).

#### WHAT PERIOD DOES THIS LOCAL PLAN COVER?

- 1.1.5 The plan period extends to 2031. However it is likely to be reviewed well before the end of this plan period, in whole or in part, to ensure that there are sufficient developable sites available for future needs. It may also need to be updated to respond to unforeseen changes.

#### WHO PRODUCED THIS LOCAL PLAN?

- 1.1.6 This document has been produced by West Dorset District Council and Weymouth and Portland Borough Council as the key development plan document for the area. It has been



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informed by both Councils' Corporate Plans and the Community Plans developed by the West Dorset Partnership and the Weymouth and Portland Partnership.

- 1.1.7 Whilst the plan has been jointly prepared, decisions on land within the boundaries of each council area have been made by the council for that specific area. Planning applications will continue to be determined by each council for its own area.

## GUIDE TO USING THIS DOCUMENT

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- 1.1.8 The next sections of this chapter contain an overall description of the plan area and the issues it faces (the plan's context), the overarching VISION and STRATEGIC OBJECTIVES for the plan, and the STRATEGIC APPROACH which provides the strategic policy direction for the plan and any related development plan documents.

- 1.1.9 This document is then split into chapters covering:

- **ENVIRONMENT AND CLIMATE CHANGE** – which is about protecting and enhancing our natural environment, our built heritage, protecting ourselves from natural and man-made disasters and achieving high quality and sustainability in design;
- **ACHIEVING A SUSTAINABLE PATTERN OF DEVELOPMENT** – which sets the overall level of growth in the plan period, and the overarching approach to how this growth is distributed across the plan area;
- **ECONOMY** – which looks at the need to protect existing employment sites, our approach to retail and town centre development, tourism and rural enterprise;
- **HOUSING** – which considers the policies needed on providing affordable and open market housing and how this might differ depending on the location and type of units proposed, and the need for particular types of housing development such as care accommodation;
- **COMMUNITY NEEDS AND INFRASTRUCTURE** – which sets out our approach to a wide range of community facilities and infrastructure, including specific policies for public open space, sport and recreation facilities, education and training facilities, transport, renewable energy, telecommunications and broadband.

- 1.1.10 For each of these themes there is the relevant excerpt from the strategic approach which sets the over-arching strategy for that topic, and more detailed policies that will be applied to specific issues or types of development.

- 1.1.11 Following this, there are visions and site-specific policies for each of the main towns and areas of growth, being **WEYMOUTH, PORTLAND, LITTLEMOOR, CHICKERELL, DORCHESTER, CROSSWAYS, BRIDPORT, BEAMINSTER, LYME REGIS and SHERBORNE**. The remaining settlements do not have specific policies but may still be covered by neighbourhood development plans prepared by that local community, which will become part of the development plan. A map of agreed neighbourhood areas will be published by each Council.

- 1.1.12 A glossary has been included at the back of this local plan. This explains what is meant by some of the terms used. Some of the key definitions are also included in boxes within the plan itself.
- 1.1.13 Planning policies are written in bold and are prefaced by the chapter abbreviation and policy number (eg: SUS 3). In deciding whether a planning application is in conformity with the local plan, it is the wording of these policies that are the main focus. The accompanying text generally provides some explanation as to why the policy has been included. It may also include specifics on the type of information that may be required to help decide whether a policy test is met.
- 1.1.14 The plan should be read as a whole. Therefore policies on specific uses will not duplicate general issues such as the protection of heritage assets, nature conservation or the impact on the transport network, which are dealt with under those topic areas.

## **THE USE OF THE WORDS 'WILL' AND 'SHOULD'**

Policies in the plan are written to cater for a wide range of planning applications, from small-scale domestic extensions up to large, mixed use development sites. Because of this, some flexibility needs to be built into the policy tests on occasion.

Where the word “will” has been used, this means that the policy test must be complied with and it is not expected that there will be exceptions made to this policy.

Where the word “should” is used, this means in general it is expected that the policy test will be met, but recognises that there may be exceptions made due to specific circumstances. It does not imply that the policy is optional. If an applicant considers that their case is an exception, then they should include information explaining the reasons why they consider such an exception should be made.

- 1.1.15 The plan brings together a large amount of government policy, research and evidence that have helped inform the planning policies that have been agreed. Further information can be found in the Background Papers on the councils website. And as part of the legislative requirements, a Sustainability Appraisal has also been produced which includes an assessment on equalities and health impacts.

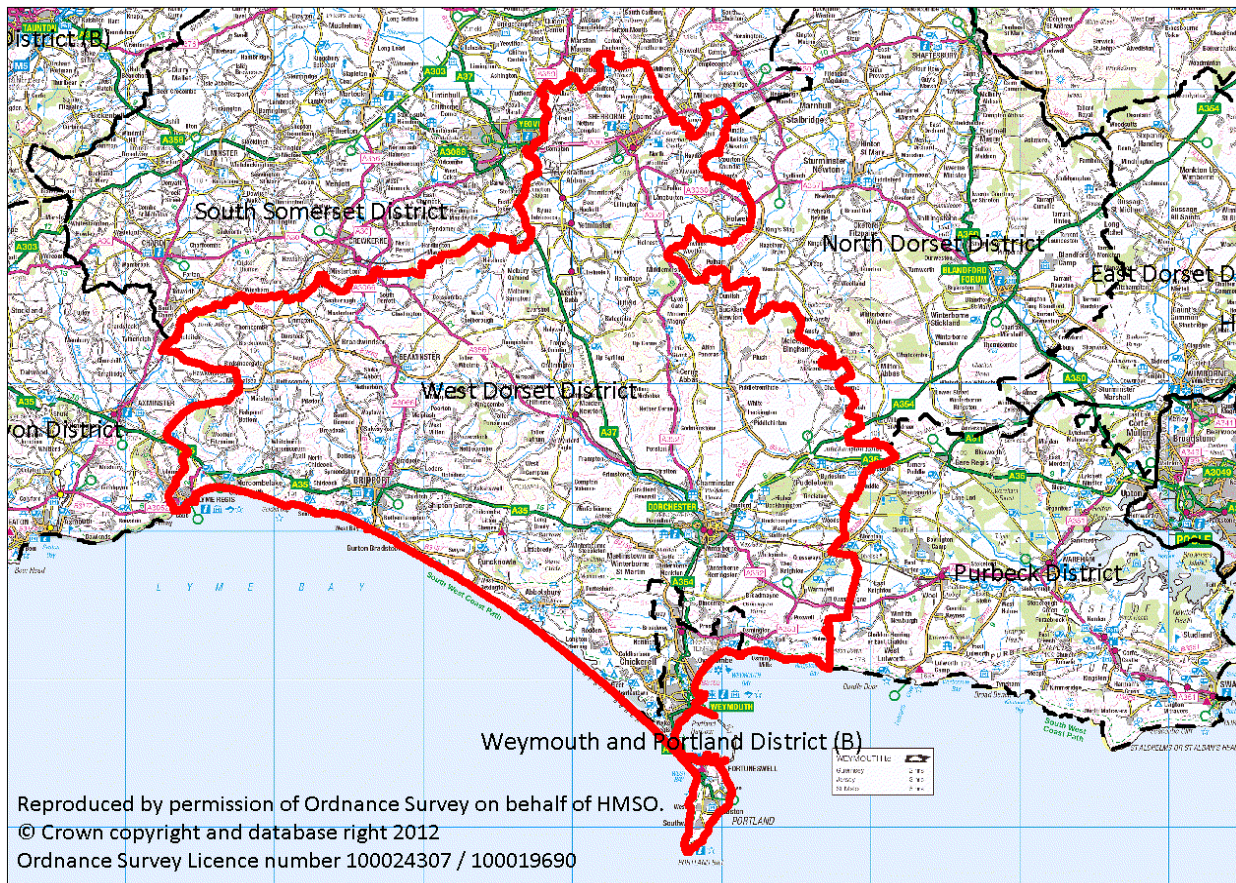
## **1.2 THE PLAN CONTEXT**

- 1.2.1 The plan area covers the entire administrative area of West Dorset and Weymouth and Portland in the county of Dorset. There are strong links between the two council areas, and with neighbouring areas of Yeovil to the north, and Bournemouth and Poole to the east.
- 1.2.2 West Dorset is renowned for its outstanding environment, including a varied and beautiful landscape underpinned by great geodiversity which is expressed in the internationally recognised coastline, the Jurassic Coast World Heritage site, attractive villages and market towns. It has a range of cultural and historic associations, including those with Thomas

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Hardy’s novels, the Tolpuddle Martyrs and early discovery of fossils at Lyme Regis. Despite the high quality of life enjoyed by many in West Dorset there is a lack of affordable housing and some issues of rural isolation.

Figure 1.1: West Dorset, Weymouth and Portland plan area



1.2.3 The Borough of Weymouth & Portland has an exceptionally high quality landscape, seascape and built heritage, and is a major tourist resort. However, it contains areas of multiple deprivation, with parts of Weymouth Town Centre, Littlemoor, Westham and Fortuneswell within the top 20% of deprived areas in England and Wales.

1.2.4 The main towns in the area are<sup>1</sup>:

**WEYMOUTH**  
52,320 population

Weymouth is the largest urban area in Dorset, with its town centre and Esplanade as the retail, commercial, leisure, cultural and tourist heart of the Borough. The town is not a continuous built-up area but is dissected by open spaces and landscape features, including large wetland reserves.

<sup>1</sup> Population figures derived from 2011 Census

<p><b>DORCHESTER</b> 19,060 population</p>	<p>Dorchester is the largest town in West Dorset and has been the county town of Dorset since 1305. A market is held on Wednesdays. Major employers include Dorset County Council, West Dorset District Council and Dorset County Hospital.</p>
<p><b>BRIDPORT AREA<sup>2</sup></b> 13,570 population</p>	<p>Bridport is a market town located near the coast at the western end of Chesil Beach, at the confluence of the River Brit and its Asker and Symene tributaries. It originally thrived as a fishing port and rope-making centre.</p>
<p><b>PORTLAND</b> 12,840 population</p>	<p>Portland is physically and visually separated from Weymouth, linked by a single carriageway road on the causeway adjacent to Chesil Beach and The Fleet. Although an entity in its own right, Portland is made up of a group of villages, each with very distinctive features. The Port is an important regional facility and has potential to play a more significant role in the UK. Considerable regeneration has taken place here over the last 15 years.</p>
<p><b>SHERBORNE</b> 9,520 population</p>	<p>Sherborne is a market town on the River Yeo and A30 road, on the edge of the Blackmore Vale east of Yeovil. Sherborne is famous for its abbey, castles, manor house and private schools. Much of the town, including many medieval and Georgian buildings and the Abbey, is built from distinctive ochre ham stone.</p>
<p><b>CHICKERELL</b> 5,520 population</p>	<p>Chickerell is a small town north-west of Weymouth. Historically, fishing and brick making were the main industries in the area. The main employment area is now the Granby Industrial Estate.</p>
<p><b>LYME REGIS</b> 3,670 population</p>	<p>Lyme Regis is a coastal town in Lyme Bay, on the English Channel coast at the Dorset-Devon boundary. The town is noted for the fossils found in the cliffs and beaches, which are part of the Heritage Coast—known as the Jurassic Coast—a World Heritage Site.</p>

<sup>2</sup> Bridport area figures include Bridport town and the parishes of Allington, Bothenhampton and Bradpole.



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<p><b>BEAMINSTER</b> 3,140 population</p>	<p>Beaminster is a small town standing at the head of the valley of the River Brit. It hosts the Beaminster Festival, an annual nine-day music and art festival. The historic routes and plot patterns radiating out from the small market square, together with the local building materials, exert a strong influence on the character of the town.</p>
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1.2.5 The population of the area has increased gradually over time and has been projected to continue to grow in the future. The level of growth has varied between towns and over the period, with some areas having experienced significantly more change than others.

Table 1.1: Percentage (%) population change from 1991 – 2011

	1991	2001	2011	91-01	01-11	91-01	01-11
Beaminster	2,770	2920	3140	150	220	5%	8%
Bridport	11,690	12,730	13,570	1040	840	9%	7%
Chickerell	4,160	5310	5520	1150	210	28%	4%
Dorchester	15,100	16,180	19060	1080	2880	7%	18%
Lyme Regis	3,760	3,530	3,670	-230	140	-6%	4%
Portland	13,190	12800	12840	-390	40	-3%	0%
Sherborne	8,740	9310	9520	570	210	7%	2%
Weymouth	48,010	50,920	52230	2910	1310	6%	3%
West Dorset	85500	92400	99300	6900	6900	8%	7%
Weymouth and Portland	61200	63700	65200	2500	1500	4%	2%
<b>Plan area</b>	<b>146,700</b>	<b>156,100</b>	<b>164,500</b>	<b>9400</b>	<b>8400</b>	<b>6%</b>	<b>5%</b>

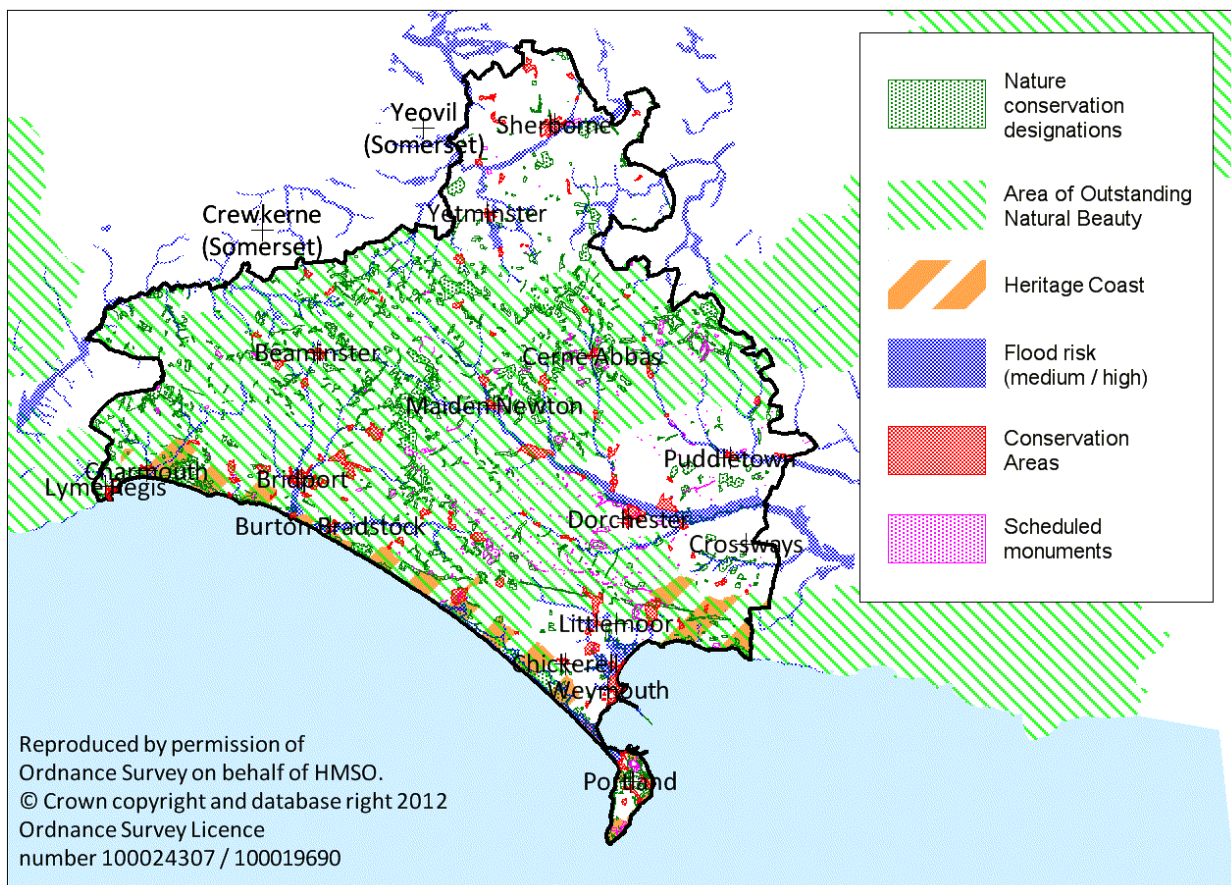
## ENVIRONMENTAL ISSUES

1.2.6 The area contains a rich and wide variety of landscape, natural and built heritage features. The combined area of Weymouth & Portland Borough and West Dorset District is approximately 112,000ha. Just over two-thirds of the plan area (69%) is designated as an Area of Outstanding Natural Beauty (AONB), and a major part of the coastline is designated as a Heritage Coast and World Heritage Site. Over 3,200ha (approximately 3%) of land is of

international importance for its nature conservation value, including coastal areas around the Fleet, and the Dorset heathlands to the east. A further 1,170ha (1%) are of national nature conservation importance. There is also a rich built heritage with many special places and buildings from all periods, with over 90 Conservation Areas, and over 7,000 Listed Buildings of architectural or historic interest.

- 1.2.7 Some of the key issues that face our environment include the pressures of development on greenfield sites, visitor and traffic pressures, and changes in farming practices. However there are also many positive opportunities that development can bring, including improved land management and infrastructure as well as the use of good quality design and materials to enhance the appearance of the area.
- 1.2.8 Climate change is expected to increase instances of extreme weather including flooding and coastal erosion. There is a need to ensure that both existing and new communities are able to adapt in the long term as protection may not always be possible.

Figure 1.2: Environmental designations



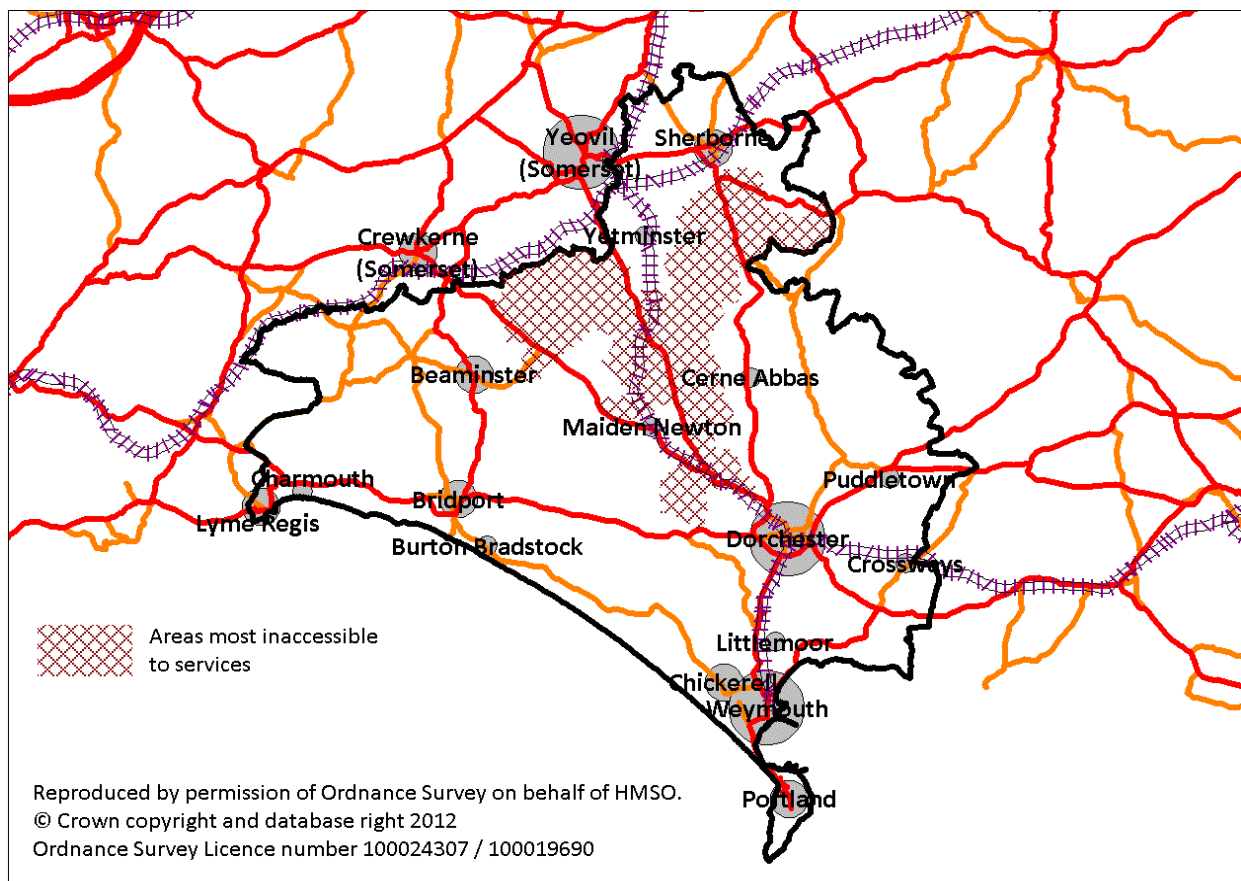
## SOCIAL ISSUES

- 1.2.9 The 2008 Place Survey showed that there was a high level of satisfaction from people living in the area. 85% of people living in Weymouth and Portland, and 91% of people living in West Dorset, said they were satisfied with their local area as a place to live.

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- 1.2.10 There is a high level of affordable housing need, with over 3,000 people on the housing register in West Dorset and 4,600 in Weymouth and Portland. The average house price outstrips local wages by a factor of 11 in Weymouth and Portland, and by a factor of 12 in West Dorset. More than 1 in every 20 homes in West Dorset is either a second or holiday home, and this proportion is especially acute in some coastal resorts. Increases in fuel prices will impact on local people, particularly those in older properties that have a poor energy performance rating.
- 1.2.11 The population is becoming increasingly elderly as people live longer and also because many people who come to live in this area are close to retirement age. This imbalance is exacerbated as young people also move out of the area because of limited opportunities to get relevant employment and relatively high local house prices.

Figure 1.3: Access issues



- 1.2.12 There are no motorways within the area but there are rail links to London and Bristol. The ferry terminal in Weymouth Harbour serves the Channel Islands. Transportation can be a problem in the more rural areas where public transport provision is limited: some parts (Halstock, the Frome Valley, and the Cam Vale) are in the top 1% of areas in the country that are most inaccessible to services. This also has an impact on costs (and the carbon footprint) of local service provision, such as those borne by the county council and NHS in transporting people to schools and medical facilities. Movement patterns indicate that

distances travelled to work often exceed 10km, particularly from outlying rural areas. In Weymouth and Portland, many outbound commuters work in Dorchester. Significant seasonal variations in travel demand and movement often lead to further transport problems and congestion, particularly in urban areas. However over £100 million investment in the strategic road network has been made to relieve traffic congestion in Weymouth and improve the travel time within the Weymouth to Portland transport corridor.

- 1.2.13 West Dorset has a relatively low rate of crime; however, Weymouth and Portland has some of the highest crime rates in Dorset and includes a number of areas that have a higher than average crime rate compared with the rest of England and Wales. This is partly due to the greater density of population in an urban area, relative to the more dispersed rural populations, and is exacerbated by the high number of visitors during the holiday season. The 2008 Place Survey indicated that about one in four residents of Weymouth and Portland felt unsafe after dark, compared to one in 10 in West Dorset.
- 1.2.14 Arts and other cultural facilities can help stimulate new skills, encourage people to interact and reinforce their sense of belonging. The rural nature of West Dorset means there are limited entertainment, art and culture opportunities when compared with other districts. The main arts provision in West Dorset is in Bridport, although further provision is planned for Dorchester and Sherborne. In contrast, Weymouth and Portland has a greater concentration of cultural and leisure attractions and venues. Some of these venues are thriving through wider influences such as the Olympics and the designation of the East Devon and South Dorset coastline as Britain's first Natural World Heritage site, although others require significant investment.
- 1.2.15 Health inequalities are increasing. Poor health is more prevalent among people on lower incomes, and where there is limited access to facilities that benefit health. In West Dorset this is most apparent in the more rural and isolated areas. Weymouth and Portland, as a predominantly urban area, has concentrations of health deprivation, including mental health, childhood obesity, and teenage pregnancy, in certain areas, with the most serious being found in Fortuneswell South and Littlemoor North.

## ECONOMIC ISSUES

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- 1.2.16 Wage levels are lower than the national average and there is a reported shortage of labour with relevant skills or training. This may increase over the plan period as a large proportion of existing trades people are due to retire.
- 1.2.17 Over 12,000 premises (about 38% of all premises) in West Dorset do not have access to broadband speeds of more than 2 megabits per second, and about 1,500 premises in Weymouth and Portland. Significant investment has begun to roll out superfast broadband throughout Dorset starting in 2012. Coverage of telecommunications masts has improved significantly but is still limited in places.
- 1.2.18 Whilst some towns, such as Bridport, have relatively balanced levels of jobs and housing, other towns, most notably Weymouth and Dorchester, have a significant imbalance.



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Weymouth has a significant amount of outward commuting to Dorchester for jobs, and Dorchester relies on a much wider area for its workforce and economic success. Many Portlanders have had to look for job opportunities on the mainland and some of the employment opportunities created on the island do not match the skills of the local workforce. In Sherborne there is an inward flow of lesser-skilled workers who cannot afford the local house prices, and an outward flow of the higher-skilled workforce to jobs elsewhere outside the town.

## DUTY TO CO-OPERATE

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1.2.19 Councils and other public bodies are expected to work together across administrative boundaries to plan for the housing, transport and infrastructure that local people need. This joint plan shows how the cross-boundary issues between Weymouth and the adjoining areas of West Dorset are being addressed. West Dorset District Council is also liaising on cross-boundary working in relation to the following locations to bring forward the right development for that area:

- Lyme Regis / Uplyme working with East Devon District Council;
- Crossways / Moreton working with Purbeck District Council;
- Edge of Yeovil working with South Somerset District Council.

## 1.3 VISION AND OBJECTIVES

A VISION FOR WEST DORSET	A VISION FOR WEYMOUTH & PORTLAND
<p>The spectacular landscapes of West Dorset, from the panoramic chalk ridges to the wooded valleys and undeveloped coastline, the picturesque settlements and variety of natural habitats, are something that set it apart from the rest of the country. We are proud of this, and want to be able to say the same in 20 years' time.</p> <p>West Dorset has many communities of different sizes, from the small, rural villages to the larger market towns. It is important to us that we have a thriving economy, decent affordable homes and a network of community facilities, so that local people of all ages and abilities can enjoy living here and playing an active part in their community.</p>	<p>We want the next 20 years to be an exciting time for the Borough, with significant investment and regeneration of key sites and infrastructure, making this a place where people of all ages will be engaged with their local community, feel a real sense of belonging and civic pride.</p> <p>Weymouth and Portland are special places, set within the World Heritage Coast and the Dorset Area of Outstanding Natural Beauty. The relationship with the sea is key to our identity, past, present and future, from the beach to the port and harbours, the sailing opportunities, and all the related maritime industries.</p> <p>We want to keep the individual identities of the communities that make up our area, linking to our maritime heritage and the beautiful coastal and rural landscapes, but always looking to the future.</p>

### STRATEGIC OBJECTIVES

- 1.3.1 Realising the vision will rely upon many different stakeholders and service providers. Strategic objectives have been identified, which provide a concise expression of the priorities of this Local Plan.

### STRATEGIC OBJECTIVES

Support the local economy to provide opportunities for high quality, better paid jobs

Meet local housing needs for all as far as is possible

Regenerate key areas including Weymouth and Dorchester town centres, to improve the area's retail, arts, cultural and leisure offer; and increase employment opportunities

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## STRATEGIC OBJECTIVES

Support sustainable, safe and healthy communities with accessibility to a range of services and facilities

Protect and enhance the outstanding natural and built environment, including its landscape, biodiversity and geodiversity, and the local distinctiveness of places within the area – this will be the over-riding objective in those areas of the plan which are particularly sensitive to change

Reduce vulnerability to the impacts of climate change, both by minimising the potential impacts and by adapting to those that are inevitable– this will be the over-riding objective in those areas of the plan which are at highest risk

Provide greater opportunities to reduce car use; improve safety; ensure convenient and appropriate public transport services; and seek greater network efficiency for pedestrians, cyclists and equestrians

Achieve high quality and sustainability in design, reflecting local character and distinctiveness of the area

## HOW WILL THE LOCAL PLAN MEET THE STRATEGIC OBJECTIVES?

### STRATEGIC APPROACH

#### ENVIRONMENT AND CLIMATE CHANGE

Development should protect and enhance the natural environment - its landscape, seascapes and geological conservation interests, its wildlife and habitats and important local green spaces - by directing development away from sensitive areas that cannot accommodate change. Where development is needed and harm cannot be avoided, appropriate mitigation to off-set any adverse impact to the landscape, wildlife and green infrastructure network will be required.

High priority will be given to protecting and enhancing the area's heritage assets – including its Listed Buildings and Conservation Areas, and other features with local historic or cultural associations, particularly where they contribute to the area's local distinctiveness.

Development will be directed away from areas where there is likely to be significant risk to human health or the wider environment, through flooding, coastal erosion and land instability, air and water pollution.

Development should be of high quality design to help achieve sustainable, safe and inclusive

## STRATEGIC APPROACH

communities, enhancing quality of life for residents and visitors, and designed in keeping with or to positively contribute towards the local identity of the area

## ACHIEVING A SUSTAINABLE PATTERN OF DEVELOPMENT

In the period 2011-2031 development should help deliver a steady supply of employment and housing land to meet projected needs (about 60ha of employment land and 15,500 new homes across the plan area). The distribution of development is influenced by:

- the needs, size, and roles of the area's settlements, taking into account any current imbalances of housing or jobs,
- the benefits of concentrating most development in locations where homes, jobs and facilities will be easily accessible to each other and there is a choice of transport modes,
- the availability of land, and whether it has been previously developed (brownfield); and
- the environmental constraints of the plan area.

The strategic allocations provide the main development opportunities and are fundamental to delivering sufficient development. These are located at Beaminster, Bridport, Chickerell, Crossways, Dorchester, Lyme Regis, Portland, Sherborne and Weymouth (including an area north of Littlemoor that lies partly within West Dorset), and are indicated in Table 3.7. The main towns and smaller settlements with defined development boundaries also provide a considerable supply of smaller sites through redevelopment and infill opportunities that will contribute towards meeting the requirements.

Development opportunities in the more rural areas will be focused primarily at the larger villages, and should take place at an appropriate scale to the size of the village (unless identified as a strategic allocation). It is expected that neighbourhood development plans and other appropriate planning tools will be used to help bring forward new development, and may allocate additional sites, or extend an existing (or add a new) development boundary to help deliver this growth.

Away from existing settlements, development opportunities will be more limited to those activities that will help continue to support the rural economy or help in the long-term management of the countryside and its unique character.

## ECONOMY

A continuing supply of land and premises suitable for employment uses is needed, of a type and scale appropriate to the characteristics of the local area, to provide sufficient opportunities for employment needs to be met locally, to reduce the need to travel and

## **STRATEGIC APPROACH**

promote economic growth and social inclusion. This will be delivered through the allocation and provision of new sites (with the greater proportion of development at the towns), the suitable protection of existing employment sites (taking into account their significance), and flexible policies to allow development to come forward on other suitable sites.

The development of new retail and town centre uses will be directed to the town centres of Weymouth, Dorchester, Bridport, Sherborne and Lyme Regis. Outside the town centres, smaller scale development of shops, financial and professional services, food and drink, office, leisure and community uses will be directed towards local centres. Development should not undermine the functioning of any centre, or adversely affect its vitality or viability.

## **HOUSING**

A continuing supply of housing land is needed to help meet the changing demographic and social needs of the area, and to help reduce the need to travel and promote economic growth and social inclusion. The type, size and mix of housing will be expected to reflect local needs as far as possible and result in balanced communities.

Although the total projected need for affordable housing is not expected to be met in the plan period, opportunities will be taken to secure affordable homes to meet local needs. This will include ensuring all new open market housing sites make a contribution (through providing new affordable homes or, where this is not possible, making a financial contribution), and through a range of flexible policies that encourage affordable housing to come forward where there are suitable opportunities.

## **COMMUNITY NEEDS AND INFRASTRUCTURE**

Community facilities that help promote social interaction as well as minimise the need to travel by car should be provided within local communities. Where possible and practicable (for example on larger developments), new local community facilities will be provided as part of the development, creating attractive and vibrant places to live. Existing local facilities will be protected through a flexible approach which recognises the changing needs in society.

Providing a safe transport route network for all types of travel, and providing choices for “greener” travel options where practicable, are also a key part of the strategy.

Some community facilities or infrastructure play a much wider, strategic role in our communities, such as flood defences, the strategic road and rail network and communications technologies. The Infrastructure Delivery Plan will be used to plan for these, with development contributing towards their delivery through either planning obligations or the Community Infrastructure Levy.

- 1.3.2 Communities preparing Neighbourhood Development Plans will need to show how their proposals are in general conformity with this strategic approach.

## 1.4 PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

- 1.4.1 The National Planning Policy Framework recognises the international imperative to tackle climate change and finding ways to enhance and improve the places in which we live our lives. It makes reference to the three aspects of sustainable development; economic, social and environmental. And it states that the planning system should play an active role in guiding development to sustainable solutions.
- 1.4.2 The councils will take a positive approach when determining planning applications which reflect the presumption in favour of development contained in the National Planning Policy Framework. The councils will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. The councils encourage pre application consultation and discussion with applicants and agents prior to planning applications being submitted, enabling applications to be determined in a more efficient and positive manner.
- 1.4.3 Planning applications which are consistent with the local plan policies (and where relevant, with policies in neighbourhood plans) will be approved without delay where practicable, unless material considerations indicate otherwise.
- 1.4.4 Pursuing sustainable development requires careful attention to viability and costs in decision-making. The plan as a whole has been subject to viability studies which have tested a range of development types throughout the plan area. With regard to individual developments, the councils will take a reasonable approach to requests to consider viability issues when assessing the level of on and off site contributions on development proposals and / or need for enabling development. Each request will be considered on its own individual merits, particularly taking into account the need to deliver the site, the detailed financial situation, the length of time over which the project is planned, local circumstances and the requirements of the development plan.

## **INT1. PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT**

**i) There will be a presumption in favour of sustainable development that will improve the economic, social and environmental conditions in the area. Where there are no policies relevant to an application, or relevant policies are out of date at the time of making the decision, the following matters will be taken into account:**

- **the extent to which the proposal positively contributes to the strategic objectives of the local plan;**
- **whether specific policies in that National Planning Policy Framework indicate that development should be restricted; and**
- **whether the adverse impacts of granting permission could significantly outweigh the benefits.**

## **1.5 MONITORING AND REVIEW**

1.5.1 Although the plan is written to cover 20 years to 2031, it is likely that a review of the plan will be put in place by 2021. This is necessary not only to ensure provision of sufficient housing land to 2031, but also to ensure a continuity of policy beyond 2031 and to respond to unforeseen changes that are likely to occur during the plan's lifetime.

1.5.2 Monitoring and, where relevant, targets, are included in relation to specific policies in the plan. The councils will regularly monitor the extent to which the policies are effective and what they are delivering in terms of new development, social and economic factors and environmental protection. The councils will continue to engage and work collaboratively with service providers to review infrastructure requirements and regularly update the Infrastructure Delivery Plan. The councils will also consider what implications changes to national policy may have on the effectiveness of the plan. The role of neighbourhood development plans will also be monitored as they have the ability to play a key role in the planning of new development. Any of these factors may trigger the need to consider an early review of the plan. The councils will consult with appropriate service providers in any review of the plan. Otherwise a review is likely to be put in place no later than 2021 in order to maintain a robust five year land supply.



# Environment and Climate Change





## 2 Environment and Climate Change

### 2.1 INTRODUCTION

- 2.1.1 The area of West Dorset, Weymouth and Portland stands out from many other parts of the country for its natural environment and built heritage. The plan area contains a diverse range of natural and built environments of exceptional quality. Much of the area is designated as an Area of Outstanding Natural Beauty (AONB), and a major part of the coastline is designated as a Heritage Coast and World Heritage Site. There are many important wildlife habitats and protected species. And many buildings and landscapes are of architectural or historic interest.
- 2.1.2 The local plan policies seek to protect these and other assets in the plan area in a manner commensurate with their status and giving appropriate weight to their significance. It is recognised that their active management and enhancement is to be encouraged as part of safeguarding their future, and continuing the support they provide to the local economy through making the area an attractive place to live, work and visit.
- 2.1.3 The impacts of climate change present increasing challenges, and the local plan policies seek to strengthen our resilience to key hazards affecting the area such as flooding and coastal erosion. We can achieve a lot through good design, in terms of promoting better places for people to live, reducing our vulnerability to extreme weather events and other potential hazards.
- 2.1.4 The quality of design is key to making places that last. It is important that any new development responds positively to the character of its surrounds. Local distinctiveness and a sensitive response to local character go beyond aesthetic considerations, covering issues such as the landscape or townscape setting, the pattern of streets and spaces, organisation of uses, plot patterns and the scale and positioning of buildings.

#### **STRATEGIC APPROACH**

Development should protect and enhance the natural environment - its landscape, seascapes and geological conservation interests, its wildlife and habitats and important local green spaces - by directing development away from sensitive areas that cannot accommodate change. Where development is needed and harm cannot be avoided, appropriate mitigation to off-set any adverse impact to the landscape, wildlife and green infrastructure network will be required.

High priority will be given to protecting and enhancing the area's heritage assets – including its Listed Buildings and Conservation Areas, and other features with local historic or cultural associations, particularly where they contribute to the area's local distinctiveness.

Development will be directed away from areas where there is likely to be significant risk to human health or the wider environment, through flooding, coastal erosion and land instability, air and water pollution.

Development should be of high quality design to help achieve sustainable, safe and inclusive

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communities, enhancing quality of life for residents and visitors, and designed in keeping with or to positively contribute towards the local identity of the area.

## 2.2 PROTECTING AND ENHANCING OUR NATURAL ENVIRONMENT

### LANDSCAPE AND SEASCAPE

- 2.2.1 The plan area covers a range of diverse landscapes, each with its own characteristics and sense of place. Areas of higher ground allow uninterrupted panoramic views of the surrounding landscapes. Within the landscape are numerous individual landmarks, such as hilltop earthworks, monuments, field patterns with associated hedges, banks and stone walls, woodlands and tree clumps, that help to contribute an individuality and sense of place at a local scale. Many of the more rural parts and some of the coastal areas have an undisturbed feeling and sense of tranquillity that are hard to find in our modern world and some of these landscapes have been captured by famous artists, such as Turner and Constable.
- 2.2.2 From the rolling chalk downland to the more secluded clay vales, much of the countryside is designated as an Area of Outstanding Natural Beauty (AONB). The designation gives statutory recognition to the national importance of the landscape. A strategic framework for management of the Dorset AONB is set out in the policies of the Dorset AONB Management Plan.
- 2.2.3 The councils will have special regard to the conservation of the area's natural beauty in development management decisions. The cumulative and indirect, as well as the direct, impacts of development need to be taken into account, such as changes to drainage which could affect the landscape down stream. Effects of development outside, but affecting the AONB (within its "setting"), will also need to be carefully considered. National policy guidance gives great weight to conserving the landscape and scenic beauty of Areas of Outstanding Natural Beauty, and states that planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of:
- the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;
  - the cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way; and
  - any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.
- 2.2.4 Away from the main coastal resorts, much of the coast and a wide inland strip is defined as Heritage Coast, a non-statutory designation protecting the finest stretches of undeveloped coast in England and Wales. The objectives of the designation relate to the conservation

and enhancement of the area's natural beauty, enhancing the public's enjoyment and appreciation of the area, the environmental health of the inshore waters, and the social and economic needs of the area. Management of the Heritage Coast is achieved through the Dorset AONB Management Plan. Natural England is working to create the England Coast Path, a new national trail around all of England's open coast. This project will help to improve public access to, and enjoyment of, the coast.

- 2.2.5 Areas that lie outside these national designations are not significantly less outstanding, and are worthy of conservation and enhancement.
- 2.2.6 Landscape character assessments of the area have been carried out and provide information on the different landscape character types of the area. The qualities of the coastal strip have also been considered in more detail through the Dorset Coast Land and Seascape Character Assessment. These assessments will be used as a basis to guide decisions about whether development is appropriate in the landscape and provide a framework for the provision of appropriate landscape mitigation.
- 2.2.7 Where development may be visually prominent or adversely affect landscape character, production of a Landscape and Visual Impact Assessment, a strategic landscape masterplan and/or a landscape management plan detailing mitigation proposals may be required.

## SITES OF GEOLOGICAL INTEREST

- 2.2.8 The geology and soils of the plan area are an important resource. They provide fertile soils for agriculture and valuable minerals; and the geological exposures are of educational benefit. There are extensive areas of outcropping minerals within the plan area. To ensure these resources remain available, a safeguarding policy is implemented through the Bournemouth, Dorset and Poole Minerals Local Plan and Strategy.
- 2.2.9 Most of the coastline is part of the Dorset and East Devon Coast World Heritage Site. The World Heritage site was designated by UNESCO in 2001 in recognition of its worldwide outstanding geological and scientific value. It is often referred to as the Jurassic Coast, but actually it represents a unique geological 'walk through time' spanning the Triassic, Jurassic and Cretaceous periods. The changes in the cliffs and rocks, and the ongoing coastal processes, including erosion, that continue to reveal more insights into this era, are key to what is important about the coast. Its wider landscape setting is also important to its presentation and appreciation.
- 2.2.10 The World Heritage site and its setting are protected through a wide range of international, national and local designations made either for geological, wildlife or landscape value, providing long term security for the natural values of the site. It has a management plan which sets out the significance of the area and how the various partners aim to manage and promote its enjoyment now and the future. Proposals that would better enhance or reveal the significance of the site will be supported.
- 2.2.11 At a local level, Regionally Important Geological and Geomorphological Sites (RIGS) are protected for the scientific and educational value of exposures. There is sometimes potential for designation of alternative sites and the creation of new exposures. The policy

therefore allows some flexibility in protecting these sites, except where the features concerned are not capable of being created elsewhere.

## **ENV1. LANDSCAPE, SEASCAPE AND SITES OF GEOLOGICAL INTEREST**

- i) The plan area's exceptional landscapes and seascapes and geological interest will be protected, taking into account the objectives of the Dorset AONB Management Plan and World Heritage Site Management Plan. Development which would harm the character, special qualities or natural beauty of the Dorset Area of Outstanding Beauty or Heritage Coast, including their characteristic landscape quality and diversity, uninterrupted panoramic views, individual landmarks, and sense of tranquillity and remoteness, will not be permitted.**
- ii) Development should be located and designed so that it does not detract from and, where reasonable, enhances the local landscape character. Proposals that conserve, enhance and restore locally distinctive landscape features will be encouraged. Where proposals relate to sites where existing development is of visually poor quality, opportunities should be taken to secure visual enhancements. Development that significantly adversely affects the character or visual quality of the local landscape or seascape will not be permitted.**
- iii) Appropriate measures will be required to moderate the adverse effects of development on the landscape and seascape.**
- iv) Development should maintain Regionally Important Geological and Geomorphological Sites (RIGS) for their scientific and educational value. Development that significantly adversely affects local geological features will not be permitted unless comparable sites can be identified or created elsewhere or the impact adequately mitigated through other measures.**

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## **WILDLIFE AND HABITATS**

2.2.12 The plan area includes a diverse range of habitats and associated species, many of which are protected through law. Some areas are of international significance and are protected by legislation, including the Fleet (an important site for breeding and overwintering birds), lowland heath areas around Crossways in the east, calcareous grasslands in the Cerne and Sydling Valleys, and ancient ash and alder woods. Coastal and marine areas are also proposed for protection at a European level. Many further areas are important at the national or local level. All of the sites designated (and those subject to consultation at the time of publication) are shown on the policies map. Further sites may be designated during the lifetime of this plan.

- 2.2.13 It is important that we take account of the need to plan for this level of biodiversity to thrive at both a local and much larger, landscape-scale, through the appropriate protection of key sites, priority habitats and species, and the strengthening of local ecological networks.
- 2.2.14 The protection of nationally or internationally designated wildlife sites will be given great weight in planning decisions. The protection of internationally designated wildlife sites through policy ENV2 will be the over-riding policy consideration where development may cause a significant adverse impact to such a site. The strategies set out in table 2.2 have been adopted to safeguard important internationally designated wildlife sites that are known to be sensitive to certain types of development. As and when further issues arise that may adversely impact such sites, the approach to development will be carefully considered and if appropriate, a relevant strategy produced to guide new development.

Table 2.1 Sites Designated for Nature Conservation Importance

	<b>SITE DESIGNATION</b>	<b>EXPLANATION</b>
INTERNATIONAL	RAMSAR SITES Convention on Wetlands of International Importance especially as Waterfowl Habitat, held at Ramsar, 1971	Sites of international importance as wetlands, particularly for their populations of migratory or wintering waterfowl.
INTERNATIONAL	SPECIAL PROTECTION AREAS (SPAs) EC Council Directive on the Conservation of Wild Birds, 1979	Habitats of international importance for birds, designated to ensure the survival and reproduction of rare breeding and migratory species. Together with SACs they form a network of internationally important sites known as "Natura 2000" throughout the European Union.
INTERNATIONAL	SPECIAL AREAS OF CONSERVATION (SACs) EC Council Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora, 1992 (The Habitats Directive)	Sites of international importance as natural habitats, designated to conserve habitats and species which are rare or threatened within the European Union. Sites hosting habitats or species which are particularly threatened have "priority" status. These sites also form part of the "Natura 2000" network.
NATIONAL	NATIONAL NATURE RESERVES (NNRs) 1949 National Parks & Access to the Countryside Act, or 1981 Wildlife & Countryside Act	Sites of key national, or international, biological or geological importance which are managed primarily for nature conservation. They are owned or leased by Natural England or approved bodies.

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	<b>SITE DESIGNATION</b>	<b>EXPLANATION</b>
NATIONAL	SITES OF SPECIAL SCIENTIFIC INTEREST (SSSIs) Wildlife and Countryside Act 1981 (as amended)	SSSIs collectively form a nationally important series of sites of biological or geological value and are notified by Natural England in accordance with published guidelines.
COUNTY	SITES OF NATURE CONSERVATION INTEREST (SNCIs) Non-statutory wildlife sites	Wildlife sites which are important in a county context. In Dorset they are selected in accordance with guidelines published by the Dorset Wildlife Trust. The guidelines are similar to those for SSSI selection, although the thresholds are lower.
LOCAL	LOCAL NATURE RESERVES (LNRs) S.21 of the 1949 National Parks & Access to the Countryside Act	LNRs are sites of at least local importance for nature conservation, which are declared and usually managed by local authorities.

- 2.2.15 Wildlife is not confined to designated sites. Development sites may contain or be adjacent to features which support wildlife or provide “stepping stones” for species. Such features should be retained or restored and appropriately managed. A number of rare or threatened species are also found in the plan area, including sand lizards, great crested newts, bats, otters, dormice and water voles. It is a criminal offence to kill, injure, sell or take protected species, or to intentionally damage, destroy or destruct their places of shelter. It is the developer’s responsibility to take reasonable measures to ascertain whether there are protected species on a site.
- 2.2.16 The cumulative and indirect, as well as the direct, impacts of development need to be taken into account in assessing potential harm. For example, excessive visitor pressure can lead to trampling, erosion and disturbance. Increasing traffic can also create noise and adversely affect air quality, as well as severance of important migration routes for land animals. Consideration will also be given to whether any adverse impact to such sites could be avoided through meeting the need for that development elsewhere. Some habitats, such as ancient woodlands, cannot be replaced.
- 2.2.17 The council will seek to ensure that the conservation interests of sites and species are conserved and enhanced. Where significant harm resulting from a development cannot be avoided through locating on a alternative site with less harmful impacts, it should be mitigated. Mitigation could be on-site or through other measures. In cases where it is not possible to fully mitigate for the loss of biodiversity interests on a development site the applicants will be encouraged to avoid residual losses via off site compensation measures.

Appropriate conditions and obligations may be used to prevent damaging impacts, secure long term protection and provide necessary compensation. In the event that the harm resulting from proposals can not be adequately avoided, mitigated, or compensated, permission should be refused. Development proposals where the primary objective is to conserve or enhance biodiversity are encouraged. Where there are opportunities for enhancements which benefit nature conservation and biodiversity the council will seek appropriate measures to secure this.

- 2.2.18 Where land proposed for development may be of wildlife value, applicants will be expected to provide appropriate survey information. All appraisals for wildlife interests should be undertaken by a suitably qualified person.
- 2.2.19 In order to comply with all relevant government legislation on biodiversity and Natural England advice, an appraisal scheme has been set up in Dorset by the DCC natural environment team; if required, a Biodiversity Appraisal accompanied by a Biodiversity Mitigation Plan (BMP) should be submitted alongside the planning application. This standardised process is the councils' preferential scheme but developers can, if they so wish, demonstrate in other ways how they have met the statutory and policy requirements.
- 2.2.20 Development proposals where the primary objective is to conserve or enhance biodiversity are encouraged. Where there are opportunities for enhancements which benefit nature conservation and biodiversity the councils will seek appropriate measures to secure this.
- 2.2.21 Where wildlife sites are relatively isolated from each other and from the wider countryside by urban development, it will be important to protect and enhance the remaining wildlife corridors. Work is needed to identify key wildlife corridors and local nature improvement areas through the green infrastructure strategy (see policy ENV3), giving appropriate consideration to the ecological network across the area and how it connects to adjoining areas.
- 2.2.22 Locally coordinated projects such as Wild Purbeck, Pastures New and the Dorset Wild Rivers Project, the continuing enhancement and extension of the green infrastructure network, together with the development of major sites incorporating areas of open space managed for biodiversity, the restoration of habitats and features within or close to the site and the planting of trees and woodlands, will provide the main opportunities for biodiversity gains during the lifetime of this plan.

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Table 2.2: Strategies to safeguard important internationally designated wildlife sites

INTERNATIONAL SITE	DEVELOPMENT TYPE / ISSUE	STRATEGY
<p><b>DORSET HEATHLANDS</b> important sites which represent some of the biggest and finest remaining areas of lowland heathland in the UK</p>	<p>Residential development involving a net increase in the local resident or staying visitor population, or other developments leading to greater recreational pressure on the heathlands causing disturbance to key species.</p>	<p>The following forms of development (including changes of use) will not be permitted within a 400m buffer around protected heathland:</p> <ul style="list-style-type: none"> <li>• Residential (C3 or C4 of the Use Classes Order or similar) development that would involve a net increase in homes;</li> <li>• Tourist accommodation including built tourist accommodation, caravan and camping sites;</li> <li>• Sites providing accommodation for Gypsies, Travellers and Travelling Show People (permanent and transit); and</li> <li>• Equestrian-related development that may directly or indirectly result in an increased adverse impact on the heathland.</li> </ul> <p>Between 400 metres and 5 kilometres of a protected heathland, development will only be permitted where it takes all necessary steps to avoid or mitigate any adverse effects on the heathlands.</p> <p>There are a range of mitigation measures which may include the provision of areas of Suitable Alternative Natural Greenspace (SANG), access and parking management, warden services, monitoring and education.</p> <p>In the case of large scale development, a bespoke mitigation package agreed with Natural England and including the delivery of SANG will be required. Mitigation measures will be expected to be provided in perpetuity and operational before the occupation of new development.</p> <p>Where mitigation is required for smaller scale development, this will be delivered through financial contributions as outlined in the Planning Obligations SPD (and its subsequent replacement) – either in the form of a planning obligation or the community infrastructure levy. The council will ensure that the monies collected are directed towards delivering identified Dorset Heathlands SPA and Ramsar and</p>



INTERNATIONAL SITE	DEVELOPMENT TYPE / ISSUE	STRATEGY
		<p>Dorset Heaths SAC mitigation projects.</p> <p>The provision of mitigation measures and their impact on the protected heathland will be monitored. If necessary, this strategy will be reviewed in light of the results.</p> <p>Proposals which alter patterns of recreational use on existing open spaces within 5km of the European Heathland sites must comply with environmental law by ensuring that significant adverse impacts upon internationally designated wildlife sites are avoided.</p>
<p><b>POOLE HARBOUR</b> important site for breeding passage and wintering birds.</p>	<p>Any development in the Poole Harbour catchment that may potentially contribute to an increase of nutrient loading (nitrogen) discharge into Poole Harbour, primarily through sewage treatment and disposal.</p>	<p>Development will only be permitted where it makes provision to avoid or mitigate any adverse effects of nutrient loading on the ecological integrity of the protected Poole Harbour sites, either as part of the development or through a contribution towards mitigation measures elsewhere.</p> <p>A strategic approach to the mitigation of anticipated adverse effects on these sites is being developed in conjunction with neighbouring authorities also affected (Borough of Poole and Purbeck District Council) the Environment Agency and Wessex Water to ensure that mitigation measures are coordinated and consistent, and to secure their delivery.</p> <p>Mitigation measures may include solutions that tackle point sources from sewage treatment works, or those that deal with diffuse pollution from agriculture.</p>

## **ENV2. WILDLIFE AND HABITATS**

- i) Internationally designated wildlife sites (including proposed sites and sites acquired for compensatory measures), will be safeguarded from development that could adversely affect them, unless there are reasons of overriding public interest why the development should proceed and there is no alternative acceptable solution.**
- ii) Development that is likely to have an adverse effect upon the integrity of the Poole Harbour and Dorset Heaths International designations will only be permitted where there is provision to avoid, or secure effective mitigation of, the potential adverse effects in accordance with the strategy in Table 2.2.**
- iii) Development that is likely to have an adverse effect upon nationally designated wildlife sites will not be permitted unless the benefits, in terms of other objectives, clearly outweigh the impacts on the special features of the site and broader nature conservation interests and there is no alternative acceptable solution.**
- iv) In other locations, including locally identified wildlife sites and water-bodies, where significant harm to nature conservation interests cannot be avoided, it should be mitigated. Where it cannot be avoided or adequately mitigated, compensation will result in the maintenance or enhancement of biodiversity otherwise development will not be permitted. Features of nature conservation interest should be safeguarded by development.**
- v) Proposals that would result in the loss or deterioration of irreplaceable habitats, such as ancient woodlands and veteran trees, will be refused unless the need for and public benefits of the development clearly outweigh the loss.**
- vi) Proposals that conserve or enhance biodiversity should be supported. Opportunities to incorporate and enhance biodiversity in and around developments will be encouraged. Development of major sites should take opportunities to help connect and improve the wider ecological networks.**
- vii) Development that is likely to have an adverse effect on internationally protected species will not be permitted unless there are reasons of overriding public interest why the development should proceed and there is no alternative acceptable solution. Development on sites supporting other protected species will only be permitted where adequate provision can be made for the retention of the species or their safe relocation.**

**MONITORING INDICATOR:** change in areas designated for their intrinsic nature conservation value.

**TARGET:** net increase

**MONITORING INDICATOR:** condition of sites designated for their nature conservation interest. **TARGET:** net increase

**MONITORING INDICATOR:** heathland bird populations. **TARGET:** no net decrease

**MONITORING INDICATOR:** visitor numbers to protected heathland sites. **TARGET:** no net increase

**MONITORING INDICATOR:** visitor numbers to SANGs following implementation. **TARGET:** net increase

## GREEN INFRASTRUCTURE, INCLUDING IMPORTANT LOCAL GREEN SPACES

- 2.2.23 Green infrastructure refers to a network of spaces and linkages that are generally valued for their wildlife, geological, landscape or historic importance and may also have recreational value and help reduce flood risk. Although often important in their own right, when considered as a holistic network they provide much greater benefits.
- 2.2.24 Developing a coherent green infrastructure network is a key step towards a more comprehensive and effective approach to managing these spaces, working in partnerships with a range of organisations from landowners and local communities through to statutory consultees such as the Environment Agency and Natural England.
- 2.2.25 The councils will work together with local communities, developers and other relevant partners, such as town and parish councils, to develop a green infrastructure strategy for the plan area. Details of when this work will commence will be given in the Local Development Scheme. This will identify those areas to be included in the green infrastructure network, which can include small open gaps which prevent neighbouring communities that have distinct and separate characters from merging into one another, areas of particular local landscape or townscape importance, historically important spaces such as those identified within Conservation Area Appraisals, and the more urban key wildlife corridors and local nature conservation sites referred to in the above policy. The reasons for their inclusion will be clearly recorded. Local communities may identify further areas of particular importance to them through neighbourhood development plans, making clear the reason/s for their designation. Such a network is intended to support, but not prevent, the long-term development of communities. The resulting green infrastructure network will be given significant protection from development.
- 2.2.26 In the interim period, until such time as the green infrastructure network is defined, the following policy will apply to:
- Areas / Land of Local Landscape Importance (as identified in the previously adopted local plans);
  - Portland Coastline (as identified in the previously adopted local plan for Weymouth and Portland);

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- Important Open Gaps (as identified in the previously adopted local plan for Weymouth and Portland);
- Historically important spaces (as identified in adopted Conservation Area Appraisals);
- Sites of Nature Conservation Interest, Local Nature Reserves and Ancient Woodlands, Lorton Valley and Portland Quarries nature parks.

2.2.27 Information on these areas and their special features may be found in a number of other published documents. They are also shown on the Policies Maps.

## **ENV3. GREEN INFRASTRUCTURE NETWORK**

- i) The councils will work together with local communities and other relevant partners to develop a green infrastructure strategy for the plan area.**
- ii) Development that would cause harm to the green infrastructure network or undermine the reasons for an area's inclusion within the network will not be permitted unless clearly outweighed by other considerations.**
- iii) Development proposals that promote geodiversity and biodiversity within this network of spaces and provide improved access and recreational use (where appropriate) should be supported.**

## **2.3 PROTECTING AND ENHANCING OUR HERITAGE ASSETS**

2.3.1 Much of the area retains strong links with its past heritage, providing a sense of continuity, local identity and pride. This includes a rich historic and built heritage largely protected through Listed Building and Conservation Area status. There are also a large number of heritage assets that are of local architectural or historic interest and importance that add to the richness of the local built environment. In recognition of this interest, and in order to ensure that the character of these buildings is respected by development, the councils have prepared lists of locally important heritage assets. There is also a multitude of archaeological sites and features. The South Dorset Ridgeway is a fine example of this, with a concentration of prehistoric barrows. There are also cultural associations with some of these places through the works of authors such as Thomas Hardy, William Barnes and Jane Austen and painters such as Fra Newbery.

2.3.2 Heritage assets provide wide social, cultural, environmental and economic benefits and once lost they can not be replaced. Every year Historic England publishes a list of those heritage assets most at risk of being lost as a result of neglect, decay or inappropriate development. The councils also maintain a local building at risk register of Grade II Listed Buildings. Each council has a commitment to the management of heritage assets through the ongoing production and review of conservation area appraisals, reducing the

vulnerability of assets and securing their removal from the local and national ‘at risk’ registers.

2.3.3 Wherever possible, the councils’ strategy is to ensure that historic buildings and other heritage assets that make a positive contribution to local character are put to an appropriate and viable use that is consistent with their conservation. These assets can be harmed through development, either directly or by an indirect impact to the setting. Such harm should be exceptional and will require clear and convincing justification. The effect of development on the significance of a heritage asset will be taken into account in determining planning applications, and proposals will be expected to include available information sources to help evaluate any such impact. Where development is likely to impact on a heritage asset, a statement of heritage significance must be submitted with the application. The information required in the statement will be proportionate to the importance of the asset and no more than is needed to understand the potential impact. It should normally include:

- reference to the Dorset Historic Environment Record (maintained by Dorset County Council);
- information on the purpose of works / justification for the development;
- a description of the built heritage asset and its setting, including its historical context and evolution (identifying any key phases when additions or alterations have taken place). Where there is evidence of deliberate neglect of or damage to a heritage asset, the deteriorated state of the heritage asset will not be taken into account in any decision;
- an assessment of its overall significance, and the significance of the particular element/s affected by the proposal, identifying the degree of harm if any.

2.3.4 Development that makes a positive contribution to, or better reveals the significance of the heritage asset, will be encouraged. One of the strategic objectives of the local plan is to protect and enhance the outstanding built environment and the local distinctiveness of places within the area. Our strategy and policies for the historic environment will be to protect and enhance our heritage assets, secure positive improvements and play a positive role in the delivery of other plan objectives such as supporting the local economy and regeneration of key areas. Key initiatives include:

- The Council’s Weymouth Town Centre Strategy (policy WEY 1) will provide a mechanism for improving the condition of the historic environment and provide an opportunity to secure appropriate sustainable economic viable uses;
- Providing public realm improvements in town centres, for example the Dorchester Transport and Environment Plan (DTEP);
- Recognising the importance of markets to the vitality of historic town centres, ports, resorts and harbours;

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- Encouraging heritage led tourism, for example through the conversion of the Shire Hall, Dorchester into a sustainable heritage visitor centre;
- Monitoring and reducing the number of 'at risk' heritage assets on the local and national registers;
- Working in partnership with local stakeholders to appraise conservation areas which are deemed to be under threat of inappropriate development or incremental degradation;
- Continuing to prepare and update lists of locally important heritage assets through conservation areas appraisals;
- Engaging communities in the use of neighbourhood plans as a tool for addressing conservation issues, and supporting them in the identification of locally important heritage assets;
- Exploring the potential for CIL or S106 funding to support future public realm projects.
- Using masterplans and relevant evidence to further assess the impact of development on the significance of any heritage asset or its setting.

## ARCHAEOLOGY

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- 2.3.5 Today's archaeological remains reflect human activity over thousands of years. The plan area is particularly rich in archaeological remains, which include burial grounds, farms and field systems, defence installations and industrial sites, lime-kilns, lighthouses and older quarry workings. Archaeological sites are an important educational, recreational and tourist resource and the councils will encourage steps to secure their appropriate management and interpretation.
- 2.3.6 Many archaeological sites are legally protected in whole or part through designation as scheduled monuments, in which case the granting of planning permission will be contingent on approval by the Secretary of State. There are also sites of regional or county importance. The level of protection afforded to these sites will depend upon:
- The intrinsic importance of the remains and their settings;
  - The need for development and availability of alternative sites;
  - The opportunities for mitigating measures and whether the remains are preserved in situ;
  - The potential benefits, particularly to education, recreation and tourism.
- 2.3.7 The area covered by the plan has significant potential for undesignated archaeological remains and a great deal of archaeological material has yet to be discovered.
- 2.3.8 Applications affecting sites of archaeological importance must be accompanied by the results of an archaeological assessment and, where necessary, a field evaluation in order that an informed decision can be made on the application. This may also be required in areas of archaeological potential. Advice is available from the County Archaeologist.

## CONSERVATION AREAS

- 2.3.9 Councils have a duty to designate areas of special architectural or historic interest as conservation areas and make sure that their character and appearance is preserved or enhanced. In designating conservation areas, consideration is given not only to individual and groups of buildings but also to their surrounding townscape, landscape and setting.
- 2.3.10 Conservation area designation means that greater control is exercised over new development which affects the area and its setting, including the demolition of buildings and the lopping, topping or felling of trees. In assessing proposals that may affect a conservation area, the councils will have particular regard to:
- avoiding the loss of buildings and features which make a positive contribution to the character or appearance of the area;
  - the characteristics of proposed development (including its function) and how it reinforces local distinctiveness;
  - the relationship of the new development to historic development patterns both in terms of the siting of buildings on plots and the form and layout of streets or the settlement as a whole;
  - the appropriateness of the proposed design and use of the development and its likely impact on any built or landscape features which make a positive contribution to the character or appearance of the conservation area.
- 2.3.11 Adverse impacts on buildings, open spaces (including garden areas and the setting of important local buildings), views or features (including trees, walls and architectural features such as windows, doors, chimneys, porches, canopies and ironmongery) which make a positive contribution to the character or appearance of the area, will not normally be permitted.
- 2.3.12 Applications for total or partial demolition of an important local building (as identified in conservation area appraisals) or an unlisted building that makes a positive contribution to the character and appearance of a conservation area, will be required to explain the planning benefits of redevelopment and justify why the repair and retention is not viable.
- 2.3.13 Proposals for demolition will be refused where this would lead to an unsightly gap in the street scene or where there are no suitable arrangements in place to provide an approved replacement development in keeping with the character of the conservation area. Where consent is granted, a planning condition will be imposed to prevent implementation until a contract has been let for the approved replacement development.
- 2.3.14 Information relating to conservation areas and their special features may be found in conservation area appraisals and other published documents on the website.

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## LISTED BUILDINGS

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- 2.3.15 Buildings are 'listed' by Historic England as being of special architectural or historic interest. They are protected by law. Listing covers the whole property, inside and out, any object or structure fixed to it, and any object or structure within the building's curtilage that was built prior to 1 July 1948.
- 2.3.16 Owners of listed buildings should keep them in good repair. If a listed building falls into disrepair and remains neglected, the councils can serve an urgent works notice or a repairs notice on the owner specifying what work needs to be done. The councils may carry out works and seek to recover the costs from the owner in certain circumstances.
- 2.3.17 A listed building can be harmed through inappropriate development. Even minor alterations and extensions or development within its setting, can potentially adversely affect the significance of a listed building. The original plan form, roof, walls and openings as well as interior and exterior features should be retained. The replacement of doors, windows and other features with alternatives that harm the character or significance of the building will not normally be permitted.
- 2.3.18 The best way to conserve listed buildings is to keep them in use, ideally the use for which they were originally designed. Consent will not be given for the demolition of any listed building without clear and compelling evidence from the applicant that the building cannot be conserved, including that adequate efforts have been made to retain the building in its current use or a compatible alternative use, and that its redevelopment will provide substantial planning benefits, including economic regeneration or environmental enhancement. The evidence should include an assessment of the condition of the building, costs of repair and what alternatives have been considered and why they have been dismissed. Where consent is granted for the demolition of a listed building, owners will be required to make provision for the appropriate recording and assessment of details of the building. Measures must be taken during demolition and building works to ensure the structural stability of retained parts and adjoining structures.

## HISTORIC PARKS AND GARDENS

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- 2.3.19 Historic parks and gardens are important both for their own intrinsic value, and for their contribution to the character of their surrounding landscapes, tourism, recreation and leisure. Parks and gardens of national significance are identified by Historic England and listed in its Register of Parks and Gardens of Special Historic Interest as either Grade I (international importance), Grade II\* (exceptional historic interest), or Grade II (special historic interest).
- 2.3.20 In addition to these sites, there are other historic parks and gardens in the plan area that are of local importance. Dorset County Council and the Dorset Gardens Trust are preparing a list of sites.
- 2.3.21 The appearance or setting of a park or garden will be a material planning consideration in the determination of planning applications.



## ENV4. HERITAGE ASSETS

- i) The impact of development on a designated or non-designated heritage asset and its setting must be thoroughly assessed against the significance of the asset. Development should conserve and where appropriate enhance the significance.
- ii) Applications affecting the significance of a heritage asset or its setting will be required to provide sufficient information to demonstrate how the proposals would positively contribute to the asset's conservation.
- iii) A thorough understanding of the significance of the asset and other appropriate evidence including conservation area character appraisals and management plans should be used to inform development proposals including potential conservation and enhancement measures.
- iv) Any harm to the significance of a designated or non-designated heritage asset must be justified. Applications will be weighed against the public benefits of the proposal; if it has been demonstrated that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset, and; if the works proposed are the optimum required to secure the sustainable use of the asset.
- v) The desirability of putting heritage assets to an appropriate and viable use that is consistent with their conservation will be taken into account.
- vi) Where harm can be justified, appropriate provision will be required to capture and record features, followed by analysis and where appropriate making findings publically available.

**MONITORING INDICATOR:** number of designated heritage assets at risk. **TARGET:** no net increase

**MONITORING INDICATOR:** number of conservation areas with up to date appraisals (assessed every 10 years). **TARGET:** at least 65%

## 2.4 PROTECTING OURSELVES FROM NATURAL AND MAN-MADE DISASTERS

- 2.4.1 The consequences of climate change, including extreme weather events, are some of the biggest challenges facing the country. Although reducing greenhouse gas emissions is expected to help prevent the worst scenarios, we will still need to adapt to some degree of change, including:

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- greater flooding (inland and coastal)
- coastal erosion
- crop failures / agricultural decline
- species and habitats decline
- human health risks from extreme temperatures
- more limited drinking water resources
- heavy rainfall and more frequent and severe storms
- increased average sea levels
- warmer, wetter winters and hotter, drier summers

2.4.2 This part of the chapter covers issues in relating to flooding, coastal erosion, land instability, agricultural land, and contamination.

## FLOOD RISK

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2.4.3 Flooding usually occurs adjacent to rivers and other watercourses or in low-lying coastal areas, but it can also occur elsewhere, such as groundwater flooding caused by springs, or where buildings or other structures affect the natural drainage of the land. Some areas are at risk from both fluvial and tidal flooding, or have the potential to exacerbate flooding elsewhere through surface water runoff and overland flow. The councils wish to avoid danger to life and damage to property wherever flood risk may exist. Dorset County Council is the Lead Local Flood Authority in managing local flood risk and surface water flooding and the take up of sustainable drainage systems.

2.4.4 Flood risk has been mapped in the Strategic Flood Risk Assessments for the area, and updated flood risk maps are also shown on the Environment Agency website. The defined flood zones are:

- Zone 1: a low probability of flooding – this zone comprises land assessed as having a less than 1 in 1,000 annual probability of river and sea flooding (<0.1%);
- Zone 2: a medium probability of flooding - this zone comprises land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (0.1%-1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.1% - 0.5%) in any year;
- Zone 3a: a high probability of flooding – this zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year;
- Zone 3b: the functional flood plain – this zone comprises land where the water has to flow or be stored in times of flood.

2.4.5 Surface water mapping can be found in the Dorset Strategic Surface Water Management Plan.

2.4.6 Weymouth Town Centre, the Park District and the Chiswell area of Portland are particularly vulnerable to flooding. In West Dorset, Bridport is considered to be the most vulnerable area to flooding. Some uses are more vulnerable than others, and this will also be taken into account in determining the level of risk and acceptability of a proposal. Table 2.3

provides an indicative list of vulnerable development types. Please note that this list is not exhaustive.

Table 2.3: Vulnerability Classification

<b>HIGHLY VULNERABLE</b>	<p>Basement dwellings</p> <p>Caravans, mobile homes and park homes intended for permanent residential use</p> <p>Hazardous substances</p>
<b>MORE VULNERABLE</b>	<p>Hospitals</p> <p>Living accommodation (including built tourist accommodation)</p> <p>Drinking establishments and nightclubs</p> <p>Non-residential uses for health services, nurseries and educational establishments</p>
<b>LESS VULNERABLE</b>	<p>Buildings used for shops, offices and other businesses</p> <p>Assembly and leisure</p> <p>Land and buildings used for agriculture and forestry.</p> <p>Water treatment works which do not need to remain operational during times of flood</p> <p>Sewage treatment works (if adequate measures to control pollution and manage sewage during flooding events are in place)</p>

- 2.4.7 Appropriate surface water management and Sustainable Drainage Systems (SuDS) should be incorporated within development proposals. Proposals for development in medium and higher flood risk areas must be accompanied by a site-specific flood risk assessment, clearly identifying whether the development will be safe for its lifetime taking account of the vulnerability of its users, and whether there may be any potential increase or reduction in flood risk elsewhere.

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## ENV5. FLOOD RISK

- i) **New development or the intensification of existing uses should be planned to avoid risk of flooding (from surface water run-off, groundwater, fluvial and coastal sources) where possible. The risk of flooding will be minimised by:**
  - steering development towards the areas of lowest risk and avoiding inappropriate development in the higher flood risk zones;
  - ensuring development will not generate flooding through surface water run-off and/or exacerbate flooding elsewhere.
- ii) **In assessing proposals for development in an area with a medium or higher risk of flooding, the council will need to be satisfied that:**
  - there are no reasonably available alternative sites with a lower probability of flooding (where a site has been allocated this test will have been satisfied) adequate measures will be taken to mitigate the risk and ensure that potential occupants will be safe, including measures to ensure the development is appropriately flood resilient and resistant; and
  - safe access and escape routes are provided where required.
- iii) **In the case of major development on unallocated sites, wider sustainability benefits should not remove the need to consider flood risk or surface water management, or the need to mitigate accordingly.**
- iv) **Development will not be permitted where it would adversely impact on the future maintenance, upgrading or replacement of a flood defence scheme.**

**MONITORING INDICATOR:** number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality. **TARGET:** 0 (zero)

**MONITORING INDICATOR:** extent of the plan area that lies within flood zone 3. **TARGET:** no net increase

## LOCAL FLOOD ALLEVIATION SCHEMES

- 2.4.8 In addition to the extent of fluvial and tidal flooding, there are parts of the plan area affected by surface water, groundwater and sewer flooding. The councils recognise the need for local flood alleviation schemes in response to this increased risk.

## ENV6. LOCAL FLOOD ALLEVIATION SCHEMES

- i) Where local flood alleviation schemes are drawn up in consultation with the local community and agreed by DEFRA, the Environment Agency and Dorset County Council, development that would significantly undermine their delivery will be resisted.**

## COASTAL EROSION AND LAND INSTABILITY

- 2.4.9 As a first principle, new development should be directed away from areas vulnerable to coastal erosion and land instability, to avoid putting people at risk. Where there is development close to the coast in areas where there is risk, a sustainable and well informed approach will be taken. Coastal erosion and land instability will have an impact on our existing coastal communities, as there are only limited funds available for new or improved coastal defences. And even if there were sufficient funds, we also need to consider wider impacts of coastal defences on the natural environment. The status of the World Heritage Site depends on allowing these ongoing coastal processes. The introduction of tidal flows in an area can also provide opportunities to re-create inter-tidal habitats, although in places this may have an adverse impact on the integrity of valuable freshwater habitats. Managing coastal erosion is about finding the right balance between the needs of local communities, the economy and the environment, to secure a sustainable and affordable approach to the threat while protecting natural interests.
- 2.4.10 Although there are uncertainties regarding the extent and pace of sea level rise and coastal change, the Shoreline Management Plan has defined the over-arching strategy for managing the coast, identifying which sections of the coast are to be protected in the short (0 to 20 years), medium (20 to 50 years) and long term (50 to 100 years). However its delivery will be dependent on the funding available at the time. In addition to this, Coastal Risk Planning Guidance for West Dorset and Weymouth & Portland has been prepared which sets out the nature of risks posed to coastal areas from future coastal change and a detailed exploration of planning for, and managing, adaptation has been undertaken through the Dorset Coastal Change Pathfinder project on the 'Jurassic Coast'. Marine Plans are also to be written, covering defined inshore and off-shore areas, and will help establish where planning conditions or restrictions may be placed on what developers do.
- 2.4.11 Additional coastal defences are currently planned at Lyme Regis and Weymouth Town Centre to continue to defend these areas. Although existing defences will continue to protect the majority of other coastal areas in the medium term, a number of smaller communities will not be defended because of the ongoing sustainability of maintenance and the associated costs. The coastline is expected to continue to erode in areas such as Old Castle Road in Wyke, Bowleaze Cove and Furzy Cliffs, and parts of Ringstead Bay and the river mouth at Charmouth.

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- 2.4.12 Managing the risk from coastal change will require further work to be undertaken to identify all the areas likely to be affected by physical changes to the coast, and what limited development may be appropriate according to local circumstances. These areas will be identified as Coastal Change Management Areas (CCMAs).
- 2.4.13 The councils will undertake more detailed studies to inform policy development in these areas using the Coastal Risk Planning Guidance and the Dorset Coastal Change Pathfinder Project. In some locations, the relocation and rollback inland of existing coastal development and infrastructure will also need to be considered carefully alongside landscape, wildlife and visual impacts.
- 2.4.14 Unstable ground conditions may occur on the coast or inland, and can be caused by a variety of factors including coastal erosion and the local geology. Known land instability zones within Lyme Regis and Charmouth are shown on the policies map. Where unstable ground conditions exist, landslides and subsidence may be triggered by natural processes (such as excess rainfall) or manmade processes (such as through excavation or local drainage systems). It is important that proposals for development do not trigger ground movements either within or beyond a development site. The submission of a ground stability report or coastal erosion study may be necessary, depending on the scope and scale of the proposed development.
- 2.4.15 A ground stability report will not be necessary if the development is unlikely to have the potential to trigger the occurrence of subsidence or land instability either by significantly altering groundwater conditions or by way of a significant change in magnitude of loads applied to the ground (as can reasonably be assessed). The proposed development would also need to meet the following tests:
- Surface water run-off is accommodated within existing, fully functioning, piped water disposal systems;
  - The combined dead, imposed and wind loads are sustained and transmitted by the development to the ground by use of suitably designed foundations (without requiring adaptation, underpinning, extension or replacement of these foundations at a later stage);
  - There is no significant filling or excavation of the ground.
- 2.4.16 If these tests are not met then the developer will be required to submit a ground stability or coastal erosion vulnerability report. The report should be prepared by a suitably qualified and experienced geotechnical specialist, to provide sufficient evidence to demonstrate that the proposed development will not unacceptably adversely affect ground stability or that ground instability can be satisfactorily mitigated in the design of the development. The report should show whether the land / site is stable or could be made stable to support the loads imposed over the expected lifetime of the development, whether the development would threaten land stability in the wider local area, and whether any instability could be reduced to an acceptable level by mitigation and stabilisation measures. Any potential

impacts on the character of the area, environmental designations, and public rights of way should also be highlighted.

- 2.4.17 Where necessary to reduce potential risk, a temporary permission may be used to limit the planned lifetime of the proposed development. Restoration conditions may also be imposed.

## **ENV7. COASTAL EROSION AND LAND INSTABILITY**

- i) New development will be directed away from areas vulnerable to coastal erosion and land instability to avoid putting people at risk unless it can be demonstrated that the site is stable or could be made stable, and that the development is unlikely to trigger landsliding, subsidence, or exacerbate erosion within or beyond the boundaries of the site.**
- ii) The councils will identify Coastal Change Management Areas through a policy document, based on the Shoreline Management Plan and supporting evidence. Within these areas no new development will be permitted for residential or similarly occupied uses. The replacement of properties affected by coastal change may be permitted within a defined area agreed through a community relocation strategy as an exception to normal policy.**

**MONITORING INDICATOR:** number of planning applications granted to support roll back in areas of coastal erosion and land instability.

## **AGRICULTURAL LAND AND FARMING RESILIENCE**

- 2.4.18 Agricultural land is an important resource for current and future populations. The production of local food and energy crops can be supported through community initiatives such as allotments, community orchards and community woodland planting. Safeguarding farmland for future local food and energy crop production is an important consideration in planning. Where development of agricultural land is unavoidable, poorer quality land should be used in preference to higher quality land, except where this would be inconsistent with other policy and sustainability considerations. However it is recognised that many settlements would have located in the more productive agricultural areas, and as such options to expand these settlements to meet local needs may inevitably be on higher quality agricultural land.

## **ENV8. AGRICULTURAL LAND AND FARMING RESILIENCE**

- i) Community schemes providing local food, or crops for local energy production, will be encouraged.**
- ii) Where possible, the councils will steer built development towards areas of poorer quality agricultural land where this is available, except where this would be inconsistent with other policy and sustainability considerations.**

## **POLLUTION AND CONTAMINATION**

- 2.4.19 Past developments and processes, such as old gas works and landfill, may have resulted in contamination of land and water resources, which can pose a threat to human health, the natural environment and general amenity. Few sites are so badly contaminated that they cannot be re-used at all, but the contamination may limit the range of potential future uses and impact on the cost and viability of development. The councils will encourage proposals that help bring contaminated sites into productive use. Where a site is affected by contamination, responsibility for securing safe development rests with the developer and/or landowner.
- 2.4.20 Where it is anticipated that contamination may be present near or on a proposed development area, a contaminated land assessment will need to be submitted. This should establish the likely sources, pathways (such as seepage or air-borne transmission) and risks (including cumulative risks) posed to possible receptors (such as humans, wildlife and public water supplies). In assessing the level of risk, the councils will take into account any remedial works or mitigation included as part of the application.
- 2.4.21 Controls on developments that pose a risk to groundwater are essential in order to ensure an adequate, safe water supply across much of our area. Groundwater feeds into both the public water supply and over 500 private water supplies. This supply may be adversely affected through pollution and may also be depleted through surface water and drainage systems that do not allow water to percolate into the soils. The most vulnerable groundwater sources have been defined as Groundwater Source Protection Areas, and are identified on the policies map.
- 2.4.22 See also Policy ENV 16 which safeguards against development that is likely to result in contaminated land and considers the effects of water pollution on amenity, health and the natural environment.



## ENV9. POLLUTION AND CONTAMINATED LAND

- i) Development will not be permitted which would result in an unacceptable risk of pollution to ground water, surface water-bodies and tidal waters.
- ii) Planning permission for development on or adjoining land that is suspected to be contaminated will not be granted unless it can be demonstrated that there is no unacceptable risk to future occupiers of the development, neighbouring uses and the environment from the contamination.

## 2.5 ACHIEVING HIGH QUALITY AND SUSTAINABILITY IN DESIGN

2.5.1 Good design has a fundamental influence on our environment and the way we live our lives and is essential to achieving the aims of sustainable development and resilience to climate change. It makes places that are attractive, usable, durable and able to adapt to changing needs. It also shapes how we feel about a place and should make places special and unique – something that is often referred to as ‘a sense of place’. The following principles of good design are relevant to both urban and rural settings.

QUALITY		DESIRED OUTCOME		PRINCIPLES OF GOOD DESIGN
PERMEABILITY	⇒	places are easy to get to and move around in.	⇒	the route network is designed to put people’s comfort and convenience above vehicles
LEGIBILITY	⇒	the design makes it clear and simple for people to find their way around	⇒	places include landmarks routes are aligned to key views and important views are safeguarded buildings reflect their function and importance
VARIETY	⇒	they are interesting and not monotonous – there is variety and choice	⇒	places include a mix of building types, sizes, uses and/or architectural styles
LIVELY PUBLIC REALM	⇒	Appropriate levels of activity in the street so that places are attractive and inviting	⇒	public and private spaces , including linear routes, are clearly defined and with active uses promoted in public areas.
SAFETY AND SECURITY	⇒	people feel safe	⇒	there is activity in, and doors and windows overlooking, routes and spaces there is a clear definition between public and private spaces.

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QUALITY		DESIRED OUTCOME		PRINCIPLES OF GOOD DESIGN
ROBUSTNESS	⇒	places can adapt to the changing needs of the occupiers	⇒	places and buildings are adaptable
IDENTITY AND DISTINCTIVENESS	⇒	places have a distinct identity and reflect their history / local area	⇒	places and buildings use styles and building materials relevant and special to their local area
AMENITY	⇒	there is no friction between neighbouring land uses	⇒	there isn't excessive overshadowing, loss of privacy, noise or pollution in places people expect to enjoy.
FUNCTIONALITY	⇒	facilities are provided to a level and design to ensure places can function effectively	⇒	buildings have sufficient space to undertake day to day tasks / facilities such as bin stores, drying areas and sitting out spaces are provided to meet the needs of occupiers.
RESILIENCE	⇒	buildings and places can adapt to changing needs and cope with the consequences of climate change	⇒	designs meet national standards and are flexible to adapt to changing needs and issues.

2.5.2 In designing new development , consideration needs to be given to many issues, including:

- understanding the landscape / townscape setting and what contributes to local distinctiveness;
- the importance of streets, spaces and routes;
- the form, scale and positioning of buildings;
- the detailed design and materials used;
- the environmental performance of places and individual buildings, what uses may take place in these areas and how they may impact on the amenity and enjoyment of the place;
- how a place functions and what facilities are required;
- ensuring places can adapt to the changing needs of users and environmental conditions.

2.5.3 Development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions will be refused.

## THE LANDSCAPE AND TOWNSCAPE SETTING

- 2.5.4 New development should make a positive contribution to local distinctiveness. Proposals should therefore be formulated with an appreciation of the built and natural context of the local area by recognising the features that collectively generate a sense of place. These can include landscape, townscape, street scene and routes through, views, the mix of uses, boundary treatments, locally recognised features etc. A detailed assessment of the site and its surroundings will be necessary to demonstrate how a proposal contributes to the local distinctiveness of that locality. The following is a checklist of matters that should form the basis of a site survey and be incorporated into supporting statements and Design and Access Statements where these are required:
- Landform – showing whether the site is level or how it slopes, and any specific features in terms of local geology;
  - Microclimate – such as the prevailing wind direction, shading from buildings and other features, and any other known factors that may influence design;
  - Land uses – in particular noting levels of activity they may generate and those that may be sensitive to noise, disturbance or overlooking;
  - Key Views – identifying important views both in and out of the site;
  - Routes – existing and potential links to other sites and areas such as streets, footpaths, bridleways and cycleways;
  - Built form, materials, traditions and architectural detailing – the strength of local character and what aspects have influenced it, and the relationship of the site to existing surrounding development, in terms of plot size, building alignment, layout, uses and active frontages, massing, height, proportion, scale, building styles, materials and detailing;
  - Nationally significant features – such as national landscape designations, national and international nature conservation sites, historically and architecturally important ‘heritage assets’ which include Conservation Areas, Listed Buildings and Scheduled Monuments and Registered Parks and Gardens;
  - Locally significant features – such as local landmark buildings, key routes and stopping places, trees and hedgerows, streams or rivers, boundary features such as stone walls;
  - Existing servicing / infrastructure – such as cabling, street signage, kerbs, bollards etc.
- 2.5.5 Conservation area appraisals, urban and landscape character assessments can help provide some understanding of how previous development and land uses have contributed to this sense of place. These are a material planning consideration.
- 2.5.6 The design and layout of proposals should have regard to the landscape and townscape setting of the site and effectively integrate new development (including any servicing or infrastructure requirements) into its surroundings. Development proposals should provide for the retention of existing trees and any other features of merit where their removal

would harm the character and enjoyment of the site or surrounding area. An allowance should be made for any likely future growth of natural features and trees. To protect natural features in residential developments, these should be incorporated into the public domain rather than private gardens. Trees to be retained should be appropriately protected throughout construction. If the loss of trees is unavoidable, replacement trees of equivalent landscape, amenity and wildlife value should be planted and maintained. Where new planting is needed, native species that are indigenous to the locality are usually preferred, to be in keeping with the local landscape character and provide greater wildlife benefit. Any proposed planting schemes will be expected to commence no later than the next available planting season following implementation of the development. Details and method statements for achieving this should be submitted as part of a design statement or landscape plan.

## **ENV10. THE LANDSCAPE AND TOWNSCAPE SETTING**

- i) All development proposals should contribute positively to the maintenance and enhancement of local identity and distinctiveness. Development should be informed by the character of the site and its surroundings.**
- ii) Development will provide for the future retention and protection of trees and other features that contribute to an area's distinctive character. Such features may not always be designated or otherwise formally recognised.**
- iii) Development should only be permitted where it provides sufficient hard and soft landscaping to successfully integrate with the character of the site and its surrounding area.**
- iv) Opportunities to incorporate features that would enhance local character, including public art, or that relate to the historical, ecological or geological interest of a site, should be taken where appropriate.**

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## THE IMPORTANCE OF STREETS AND SPACES

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2.5.7 In built up areas, proposals should create layouts of buildings and spaces with a clear identity. The design should be informed by the relationship with nearby buildings and the general pattern of development that contributes to the character of the area. Where development will alter the prevailing street pattern, this should be justified in terms of improved legibility, permeability or local character.

2.5.8 Streets and spaces should be easy to move around and well connected to the surrounding area. Streets should be designed as public spaces and places in their own right and include a network of interconnected spaces and routes for pedestrians and cyclists as well as vehicles. Well defined public and private areas, with active and overlooked public areas and secure private areas, create places that are safe and easily understood.

- 2.5.9 Works to the public realm within the historic environment should positively contribute to local character and identity, sensitively integrating and retaining in situ traditional surface materials, boundary treatments and street furniture.
- 2.5.10 New developments should make provision for sustainable methods of transport including bus routes, footways, cycle routes and bridleways and proposals should not unduly limit opportunities for future connections and growth. Consideration should be given to how linkages relate to the wider route network in terms of an overall hierarchy, and how key routes and junctions are defined through their scale and enclosure, use of views, spaces and stopping places, and local landmarks. In residential areas or where pedestrian activity is high, the design of new vehicle routes should aim to keep traffic speeds below 20mph. The road layout including any parking provision should be designed so as not to dominate the street scene.
- 2.5.11 Where a development would create a new public space, information should be provided on how the spaces are to be laid out, indicating:
- natural surveillance from development;
  - key routes and stopping places, and how these relate to local landmarks;
  - provision for recreation and social interaction in open spaces, including disabled users;
  - surface water run-off treatment;
  - lighting;
  - biodiversity benefits;
  - future management of the space.
- 2.5.12 Proposed boundary treatments have an important influence on local character. Careful consideration needs to be given to the type, height and level of privacy required, how they define the street or space and maintain and enhance local character, and the potential impact of occupants' permitted development rights on the maintenance of these treatments.
- 2.5.13 How well a place functions is also a key determinant of good design. Developments should be fit for purpose and consideration needs to be given to how functional elements (such as bin stores, recycling facilities, drying areas, cycle parking, mobility scooter storage and private amenity / garden space with associated storage and composting facilities) will be successfully accommodated, with regard to the uses proposed and character of the area. These facilities will also need to be provided to a level that is appropriate to the scale of development proposed. For example the amount of private garden space proposed for dwellings should reflect the scale of the property and provide enough useable space for the likely occupants. Specific provision for bins may need to be accommodated at the kerbside where groups of properties do not front onto a highway, to avoid obstruction and clutter of pavements.

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## DESIGNING OUT CRIME

- 2.5.14 The layout and design of buildings should take into account the need to create a sense of safety and security. Development should normally have the main access to a building at the front, facing the street. Doors and windows should provide surveillance onto public areas; blank facades should be avoided. Private areas should be clearly defined through appropriate boundary treatment, and care taken to limit opportunities for the criminal to gain easy access to the rear of buildings and other private spaces.
- 2.5.15 Secured by Design is a set of design principles devised by the Police to promote safe design and layouts. Compliance with this standard should be considered where it does not compromise the quality of design.

### ENV11. THE PATTERN OF STREETS AND SPACES

- i) **Within and adjoining existing settlements, development should ensure that:**
- **streets and spaces are well-defined, safe and pleasant to use, with active and overlooked public areas and secure private areas. In residential areas, or where pedestrian activity is high, the design of new vehicular routes should aim to keep traffic speed below 20mph;**
  - **Places are designed to be clear and simple for people to find their way around, and not dominated by the road layout and parking, places are well-connected throughout the site and with the surrounding area and do not unduly limit opportunities for future growth. Bus routes and bus stops, and strategic cycle and pedestrian routes, should be planned for;**
  - **the design of routes reflects the likely levels of use, and key routes will be easily identifiable through their scale, alignment and use of vistas;**
  - **provision is made for bin stores, recycling facilities, drying areas, cycle parking, mobility scooter storage and private amenity/garden space (and associated storage and composting facilities) appropriate to the uses proposed and character of the area.**
- ii) **Places should be designed to reduce opportunities for, and fear of, crime. Major development should achieve full Secured by Design certification unless this would conflict with other planning policies.**

## 2.6 THE DESIGN AND POSITIONING OF BUILDINGS

### FORM, SCALE AND POSITIONING

- 2.6.1 The form, scale and positioning of buildings, and how they relate to their surrounds, has a bearing on the character of an area and how it functions. Historically, the scale of

individual buildings reflected their public function or importance, with more important buildings (such as town halls and places of worship) built at larger scales than other uses. Such buildings might deviate from the general building line to emphasise their importance, either to dominate the street scene or stand apart in a defined space. Corner plots (where roads or pathways meet) are often key sites which, if developed close to the front of the plot, help visually define the layout of an area. Buildings on such plots are usually visible from a number of vantage points and provide good sites for landmark buildings, especially where such buildings perform an important function. Sites that terminate a view also need careful consideration and may provide a good location for landmark buildings. Different uses, functions, scale, detailing and positioning of buildings and spaces can bring variety and vibrancy to an area, contributing to the local distinctiveness of a place.

- 2.6.2 Applications for new development should include information on how its form, scale and positioning relates to its surroundings. Where development would differ from this, it should only be justified in terms of improved legibility or local character.
- 2.6.3 The scale and design of extensions can have a negative impact on the individual character of a building and how it relates to its surroundings. This is particularly noticeable in the roof form, as this reflects the shape and symmetry of the entire building. In general, the extension should be visually subsidiary to the original building if it is to avoid overwhelming the original character of the building and the pitch of any extension should reflect the pitch of the original building. In some cases proposals that are not subservient to the host building may be acceptable if they achieve visual enhancement to both the building and surrounding area.

## DETAILED DESIGN AND USE OF MATERIALS

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- 2.6.4 In many Dorset settlements there has been a subtle, localised, historic evolution of building types and use of materials as a result of the use of local skills, crafts, traditions and materials. This led to locally distinctive development that can be seen in older settlements. Exceptions were sometimes made for more important buildings, with the use of more elaborate designs and less common building materials brought in from greater distances. However, with volume building providing economies of scale, the close association of local builders with suppliers of local materials has been lost. This has produced “placeless” buildings and estates which have no connection to the local area and use the same, repeated designs over large sites. This has resulted in areas which provide little visual interest or real sense of place and fail to integrate well into the local landscape.
- 2.6.5 The type and variety of designs and materials used, the amount and type of decoration and functional elements such as the position and type of doors and windows, flues, chimneys, gutters and flashings all influence local identity in an area. All new development should respond to its local context and be visually attractive as a result of good architecture and appropriate landscaping.
- 2.6.6 This does not mean that all buildings should replicate past designs. Original and innovative designs that reinforce the sense of place and help raise the standard of design will be

encouraged. In all cases, the quality of the architecture should be appropriate to the type of building and style. Buildings should have an appropriate solid to void ratio, a sense of proportion, elegance, scale, symmetry and rhythm and should incorporate an appropriate richness of detail (without clutter). Using local stone is particularly important in preserving local historic character and ensuring high quality and sustainable design.

- 2.6.7 Good design is not restricted to external appearance and layout. It encompasses how capable developments are of fulfilling their purpose initially and into the future as needs of occupants change. Dwellings as a minimum should have sufficient internal space for a high level of functionality so that day to day tasks and activities can be carried out. The government is reducing the number of technical standards and consolidating them in a national framework centred on building regulations. National technical standards for all new dwellings are being introduced and dwellings should be constructed in accordance with these standards.
- 2.6.8 The plan area will be home to an increasingly older population, and both West Dorset and Weymouth and Portland have a greater proportion of people with their day to day activities limited by long term health issues compared with England as a whole. It is therefore important that new homes can adapt to the changing needs of occupiers. It is therefore the intention to work with stakeholders and the local community to develop an approach for adaptable and accessible development in accordance with government guidance. This will ensure inclusive and flexible designs which future proofs development and makes sure it is available to a wide section of the population.

## **ENV12. THE DESIGN AND POSITIONING OF BUILDINGS**

- i) Development will achieve a high quality of sustainable and inclusive design. It will only be permitted where it complies with national technical standards and where the siting, alignment, design, scale, mass, and materials used complements and respects the character of the surrounding area or would actively improve legibility or reinforce the sense of place. This means that:**
- **The general design should be in harmony with the adjoining buildings and the area as a whole;**
  - **The position of the building on its site should relate positively to adjoining buildings, routes, open areas, rivers, streams and other features that contribute to the character of the area;**
  - **The scale, mass and positioning of the building should reflect the purpose for which the building is proposed;**
  - **The quality of the architecture is appropriate to the type of building with particular regard to its architectural elegance, symmetry and rhythm, and richness of detail;**



**ENV12. THE DESIGN AND POSITIONING OF BUILDINGS (CONTINUED)**

- **Materials are sympathetic to the natural and built surroundings and where practical sourced locally;**
  - **Any alterations to or extensions of buildings should be well related to, and not overpower, the original building or neighbouring properties, unless they achieve significant visual enhancement to both the building and surrounding area;**
  - **New housing should meet and where possible exceed appropriate minimum space standards.**
- ii) The council will work with stakeholders and the local community to develop an approach for adaptable and accessible homes in accordance with the latest government guidance.**

**HIGH STANDARDS OF ENVIRONMENTAL PERFORMANCE**

- 2.6.9 Ensuring development has a high standard of environmental performance is an essential part of achieving sustainable development and often starts at the much broader site selection and master plan stage. The councils will therefore require a nationally recognised assessment (such as BREEAM Communities) to be carried out for the larger developments where masterplans are to be prepared. Like BREEAM Communities, such an assessment will be a measure of sustainable development that can be used for new mixed-use communities, or single-use developments of a significant size. It should be capable of raising sustainable design solutions when there is still ample opportunity to influence the planning process. This should in turn, reduce costs by avoiding the need to rework designs and plans at later stages.
- 2.6.10 At the more detailed level the construction, subsequent use and maintenance of individual buildings represent a major use of resources and materials. The energy used in the construction and use of buildings is estimated to account for about 50% of greenhouse gas emissions in the UK. The landform, layout and landscaping, building orientation, massing and design can all have a bearing on energy consumption. Building to a good standard of environmental performance is much more cost-effective and achievable if considered as part of the building design and layout.
- 2.6.11 New development will be expected to contribute toward the cutting of carbon emissions through sustainable design and construction methods. Part L of the Building Regulations requires that all new residential development improves energy efficiency over a phased period, subject to exemptions introduced for sites of ten or fewer dwellings. For domestic buildings this will be achieved through a combination of carbon compliance and 'allowable solutions', a mechanism for investment in carbon saving infrastructure and community

# Local Plan

projects. A similar mechanism is expected to be introduced for non domestic buildings to reach zero carbon by 2019.

2.6.12 New development, conversions and changes of use should achieve high standards of environmental performance, consistent with emerging government guidance and standards. Methods which may be appropriate include:

- optimising opportunities for the passive solar heating of buildings and the spaces between and around them;
- southerly facing roof slopes used for solar thermal and / or photovoltaic installations, which where possible should be integrated into the roof design;
- maximising opportunities for natural lighting and ventilation to buildings;
- minimise the amount of unnecessary overshadowing, including impact on existing renewable energy generators dependent on sunlight;
- putting in place systems to collect rainwater for use;
- not using those materials that are the most harmful to the environment; and
- Sustainable Urban Drainage principles.

2.6.13 A Sustainable Design and Construction Statement should be submitted with applications clearly explaining what measures have been incorporated to contribute to the sustainability of the design.

2.6.14 New buildings which promote high levels of sustainability should not be incompatible with an existing character, if they have been designed with both objectives in mind. In considering improvements for energy conservation it is important to remember that many traditional (historic) buildings perform very differently from modern buildings. The types of improvement that are most likely to be effective and compatible with a listed building include:

- improved draught proofing;
- increased roof insulation;
- installation of secondary glazing;
- installation of an energy efficient boiler;
- installation of a ground heat source pump.

2.6.15 The installation of solar panels or photovoltaics within the curtilage of a listed building may also be possible, provided that these would not irreversibly damage the historic fabric of the building, and that the impact on the listed building, including views of the building, would be limited. The roofscape, together with the location and design of the panels, including choice of materials, colours, specification etc, will all have a bearing on the potential impact. Anyone considering how best to improve their listed building is advised to obtain expert advice from a suitably qualified architect or surveyor.

## **ENV13. ACHIEVING HIGH LEVELS OF ENVIRONMENTAL PERFORMANCE**

- i) New buildings and alterations / extensions to existing buildings are expected to achieve high standards of environmental performance.**

## **SHOP FRONTS AND ADVERTISEMENTS**

- 2.6.16 Shop fronts and advertisements are essential to commercial activities. They affect the appearance of the building or area, and can contribute positively to the street scene. However they can also have an adverse impact if they are visually intrusive through their design, colour, materials and/or degree of illumination. Their impacts can be particularly noticeable in historic settlements, and in the countryside (especially those areas recognised for their unspoilt natural character). The cumulative impact of such development will also be considered.
- 2.6.17 The councils will encourage high quality design and materials in shop front development. In some cases it may be desirable to reinstate traditional shop fronts or features. Good quality contemporary shop fronts can have a positive effect where these relate to modern buildings or would otherwise improve the character of the area. Standardised “off the shelf” designs can be harmful if they lack detail, are of inappropriate materials or detract from the character of the building or area.

## **ENV14. SHOP FRONTS AND ADVERTISEMENTS**

- i) High quality design and materials in shop front development are encouraged. Proposals for new or replacement shop fronts, including associated features such as shutters, canopies, awnings, grilles, advertisements and means of illumination, will normally be permitted if:**
  - they are compatible with and respect the character, appearance and scale of the building, and do not result in the loss of historic fabric in the case of a heritage asset;
  - they are compatible with and respect the building’s surroundings in terms of size, proportions, form, design, materials, and use of colour and level of illumination;
  - any security shutters are designed as open grilles or are placed behind the window and their housing box is set behind the existing fascia; and
  - any advertisement associated with the shop front does not visually dominate the individual building or street scene.
- ii) Decisions controlling advertisements will be made with regard to amenity (including its impact on the local landscape, wildlife and historic character) and public safety (including its impact on road safety).**

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## EFFICIENT AND APPROPRIATE USE OF LAND

- 2.6.18 Development should make efficient use of land, and not create wasted or leftover land that has no real function. However this does not mean that every private garden should be developed, as large gardens may be an important characteristic of an area and provide local wildlife and landscape benefit. The re-use of previously developed (brownfield) land will be encouraged provided it is not of high environmental value.
- 2.6.19 Proposals for development of new buildings or change of use within settlements should, where practicable, contribute towards an appropriate mix of uses, aimed at increasing the level of self-containment, reducing the need for car-based travel and contributing to biodiversity through a balance of homes, open spaces, local services, community facilities and employment workspace. In this mix, uses that will generate a comparatively high degree of pedestrian activity should normally be clustered together, in or close to local centres, to ensure that trips can be shared and public transport can be effectively routed. Open spaces within new developments will be expected, where practicable, to perform a number of functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production).
- 2.6.20 The density of development will differ across the plan area, as the scale and positioning of buildings should be in harmony with the local character of the area (see Policy ENV 12).

### **ENV15. EFFICIENT AND APPROPRIATE USE OF LAND**

- i) Development should optimise the potential of the site and make efficient use of land, subject to the limitations inherent in the site and impact on local character.**

## AMENITY

- 2.6.21 Impact on amenity is one of the most important determining considerations within the planning application process, as it can impact greatly on the quality of life for those affected. Noise, light and overlooking are key factors affecting amenity, together with issues such as disturbance and pollution. In addition the scale and massing of development if too large can have an overbearing and dominating impact on surroundings, and in particular on neighbouring properties which adversely affects amenity.
- 2.6.22 Design can have a direct influence on the relationship between new and existing development, and the distribution of activities within a development. In some cases amenity reasons will rule out the provision of a development at a particular location either through the impact of the proposed development on existing residents or the impact on future occupants from existing lawful uses; in others, it may be possible for the impact on amenity to be made acceptable through appropriate design, layout and distribution of uses within the development. A basic level of privacy at the rear of homes can normally be provided through either sufficient rear garden depth or orientation and screening to prevent direct overlooking.

- 2.6.23 While recognising that many developments will create some noise, the level of noise should not give rise to significant adverse impacts on health and quality of life. Acceptable noise levels will vary according to the noise source, receptor and time, and the policy is not intended to unduly restrict existing, established businesses that may need to develop. Planning conditions may be used to reduce adverse impacts. In countryside areas particularly valued for their tranquillity, no significant increase will be allowed.
- 2.6.24 There are certain impacts on amenity that renewable energy schemes can generate such as flicker, vibration and shadowing and these will need to be considered carefully when making decisions on the acceptability of such schemes.
- 2.6.25 Air pollution may be caused by industrial processes (including the use of biomass boilers and combined heat and power plants) or through local traffic generation, and may be exacerbated by local microclimatic factors. The councils may ask for an air quality assessment if there is reason to believe that the development would give rise to a significant change in air quality (either individually or cumulatively with other planned development). Particular caution will be exercised in or close to designated Air Quality Management Areas, and due regard had to any air quality action plan. For example, the action plan for Chideock AQMA suggests that further development within the designated area should be limited.
- 2.6.26 The potential pollution of bathing water will be considered under this policy.
- 2.6.27 Lighting schemes can affect the amenities of occupiers and have wider impacts on a landscape scale through increasing light pollution loss of 'dark skies' (particularly in more rural areas), and tranquillity. The glare from lighting schemes can also have an adverse effect on local residents, vehicle users, cyclists, equestrians, pedestrians and some wildlife, such as bats. Not all lighting proposals require planning consent, but potential light pollution should be addressed at the planning application stage, when details of any external lighting schemes should be submitted. Applicants will be expected to demonstrate that any lighting scheme proposed is the minimum needed for security and working purposes and minimises potential light pollution from glare and spillage. Where such schemes are likely to have a significant adverse impact on local landscape character, policy ENV 1 will apply.

## **ENV16. AMENITY**

- i) Proposals for development should be designed to minimize their impact on the amenity and quiet enjoyment of both existing residents and future residents within the development and close to it. As such, development proposals will only be permitted provided:**
- They do not have a significant adverse effect on the living conditions of occupiers of residential properties through loss of privacy;**

**ENV16. AMENITY (CONTINUED)**

- They do not have a significant adverse effect on the amenity of the occupiers of properties through inadequate daylight or excessive overshadowing, overbearing impact or flicker;
  - They do not generate a level of activity or noise that will detract significantly from the character and amenity of the area or the quiet enjoyment of residential properties; and
  - They do not generate unacceptable pollution, vibration or detrimental emissions unless it can be demonstrated that the effects on amenity and living conditions, health and the natural environment can be mitigated to the appropriate standard.
- ii) Development which is sensitive to noise or unpleasant odour emissions will not be permitted in close proximity to existing sources where it would adversely affect future occupants.
- iii) Proposals for external lighting schemes (including illuminated advertisement schemes) should be clearly justified and designed to minimize potential pollution from glare or spillage of light. The intensity of lighting should be the minimum necessary to achieve its purpose, and the benefits of the lighting scheme must be shown to outweigh any adverse effects.



# Achieving a Sustainable Pattern of Development

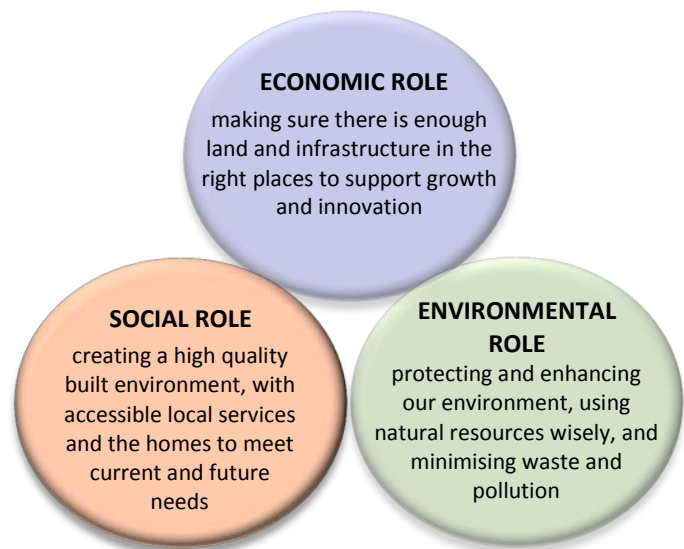


## 3 Achieving a Sustainable Pattern of Development

### 3.1 INTRODUCTION

3.1.1 Sustainable development can be described as ‘development which meets the needs of the present without compromising the ability of future generations to meet their own needs’. There is a presumption in favour of sustainable development as a cornerstone of national planning policy, and this is reflected through the policies in this plan. For plan-making, this means that the plan needs to seek the right balance of economic, social and environmental benefits. To do this, we need to:

- understand local circumstances and resource limits, and what impact failing to meet needs or exceeding these limits may have on existing and future generations;
- develop opportunities to meet social and economic needs while protecting and enhancing the environment;
- make sure we have good community ownership and participation in the planning process.



3.1.2 Influencing the pattern of development is a crucial element in seeking to achieve development that is more sustainable. It is about providing opportunities for people to make sustainable choices (although people will inevitably have the freedom to choose how they live their lives).

3.1.3 Localism is about encouraging communities to make decisions for their local area and take an active role in achieving their goals. This plan aims to maximise these concepts while making sure that we do ultimately achieve the growth we need.

#### STRATEGIC APPROACH

In the period 2011-2031 development should help deliver a steady supply of employment and housing land to meet projected needs (about 60ha of employment land and 15,500 new homes across the plan area). The distribution of development is influenced by:

- the needs, size, and roles of the area’s settlements, taking into account any current imbalances of housing or jobs;
- the benefits of concentrating most development in locations where homes, jobs and facilities will be easily accessible to each other and there is a choice of transport modes;



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- the availability of land, and whether it has been previously developed (brownfield); and
- the environmental constraints of the plan area.

The strategic allocations provide the main development opportunities and are fundamental to delivering sufficient development. These are located at Beaminster, Bridport, Chickerell, Crossways, Dorchester, Lyme Regis, Portland, Sherborne and Weymouth (including an area north of Littlemoor that lies partly within West Dorset), and are indicated in Table 3.7. The main towns and smaller settlements with defined development boundaries also provide a considerable supply of smaller sites through redevelopment and infill opportunities that will contribute towards meeting the requirements.

Development opportunities in the more rural areas will be focused primarily at the larger villages, and should take place at an appropriate scale to the size of the village (unless identified as a strategic allocation). It is expected that neighbourhood development plans and other appropriate planning tools will be used to help bring forward new development, and may allocate additional sites, or extend an existing (or add a new) development boundary to help deliver this growth.

Away from existing settlements, development opportunities will be more limited to those activities that will help continue to support the rural economy or help in the long-term management of the countryside and its unique character.

## 3.2 A SUSTAINABLE LEVEL OF ECONOMIC AND HOUSING GROWTH

- 3.2.1 Councils are expected to identify a supply of specific, developable sites or broad locations for growth for at least a ten year period, and preferably for fifteen. This plan covers the period from 2011 to 2031; this includes a sixteen year period from adoption. The plan will be reviewed in order to provide additional allocations to meet development needs in the latter part of the plan period. Such a review will be informed by updated evidence of the objectively assessed needs, and by monitoring of the delivery of development under the policies of this plan. The plan will need to be reviewed within five years from adoption and updated no later than 2021 in order to maintain a robust five-year land supply.

### ECONOMIC DEMAND

- 3.2.2 The economy is constantly changing, and its needs may well differ during the plan period. However based on predictions of the likely changes to the local workforce by looking at how the population is ageing and likely in and out-migration, and the type of sectors that may grow, it is possible to make some forecasts about future demand.
- 3.2.3 Economic forecasts prepared alongside the review of objectively assessed housing needs suggest that around 13,000 additional jobs could be generated in the period up to 2031. There is, however, a large degree of uncertainty over such a long time period and it is possible that the level of new homes being provided may support more jobs or that the economy grows faster than expected. It is also possible that the economy will grow at a slower rate. Nevertheless, planning for this number of additional jobs should help to turn around the recent trend of declining job numbers in the plan area and to support job

growth associated with greater in-migration. Accommodating some of these jobs will require land to be allocated and the plan sets a requirement of 60.3ha of employment land across the plan area. This represents 43.6ha in West Dorset and 16.7ha in Weymouth and Portland. The amount of employment land allocated in this plan exceeds the requirements likely to result from the most recent forecasts, but allows for likely vacancies / churn and a degree of market choice.

## HOUSING NEEDS

- 3.2.4 The population of the plan area is ageing and deaths outnumber births. In-migration from other parts of the United Kingdom helps 'top up' our local population and because of this, migration has a positive role to play in supporting our economy and helping keep our communities balanced. Demand from those moving into the area continues to be strong, particularly those in older age groups, and this combined with the ageing resident population means that there will potentially be a need for some in-migration of economically active people if economic growth is to be achieved.
- 3.2.5 The latest official population projections for the area are the 2012 Sub National Population Projections. Using these as a start point and making an allowance for more younger people to live and work in the area, we need to provide around 775 new homes each year between 2011 and 2031. By providing for new housing over the plan period we will help to support the economy, as it will house the local workforce, and also our communities by providing decent, affordable homes and potentially reducing the need for young people to move away from the area.
- 3.2.6 This level of growth can also help cater for the predicted level of demand for affordable housing. At the beginning of the plan period there were about 3,000 people on the housing register in West Dorset and 4,600 in Weymouth and Portland. New development allocations will help deliver significant amounts of new affordable housing as part of the overall development.
- 3.2.7 By preparing a joint local plan, which covers the whole strategic housing market area, the two councils can look at the wider area more strategically and enable greater flexibility to deliver the necessary growth. The plan therefore sets out a level of housing provision across the entire plan area, and this will be the basis for the monitoring of development across the area, including the five-year supply of land for housing, in keeping with the national policy requirement to meet such needs across Housing Market Areas. A plan area total for the amount of employment land required has also been set, though indicative minimum targets for each district have also been identified in the policy below.
- 3.2.8 The following policy sets out how much employment and housing land is proposed during the plan period. Additional allocations of land will be made in the next review of the plan, to meet outstanding needs to 2031 and to address any housing land supply issues identified through regular plan monitoring; these could, for example, include unforeseen delays in delivering particular sites or potential difficulties in achieving a balanced overall development strategy for the plan area.

## SUS1. THE LEVEL OF ECONOMIC AND HOUSING GROWTH

- i) In the period 2011-2031 provision will be made for a deliverable supply of housing land to accommodate in the region of 15,500 dwellings (775 dwellings a year) and around 60ha of employment land comprising:
- at least 43ha in West Dorset;
  - at least 17ha in Weymouth and Portland.
- ii) Further land to meet outstanding needs beyond 2031 will be provided in the next review of the plan.

**MONITORING INDICATOR:** amount of land developed for employment by type and proportion on allocated sites. **TARGET:** 3ha/annum

**MONITORING INDICATOR:** employment land supply (permissions, allocations and under construction). **TARGET:** at least 39ha (residual) in West Dorset, and at least 15ha (residual) in Weymouth and Portland

**MONITORING INDICATOR:** annual housing completions within the plan area. **TARGET:** 775dpa

**MONITORING INDICATOR:** five-year supply of housing land within the plan area. **TARGET:** five year supply of housing land within the plan area measured against the requirement of 3,875 (775x5) + any shortfall from earlier in the plan period + buffer of 5% (or 20% if there has been persistent under-delivery) as per national planning policy

## 3.3 THE DISTRIBUTION OF DEVELOPMENT

3.3.1 To meet the longer term needs of the plan area a variety of sources of development land for future employment and housing use have been identified. It includes land with existing planning permission and assessments of the amount of development likely to come forward on sites that would be allowed under the general policy framework of the plan. In order to meet the total requirements, however, it has also been necessary to make specific allocations of new land for development.

3.3.2 This section therefore outlines some of the factors that have been taken into account in determining the distribution of development across the plan area. This is followed by summaries of the employment and housing land supply, including an explanation of each component which contributes to the supply.

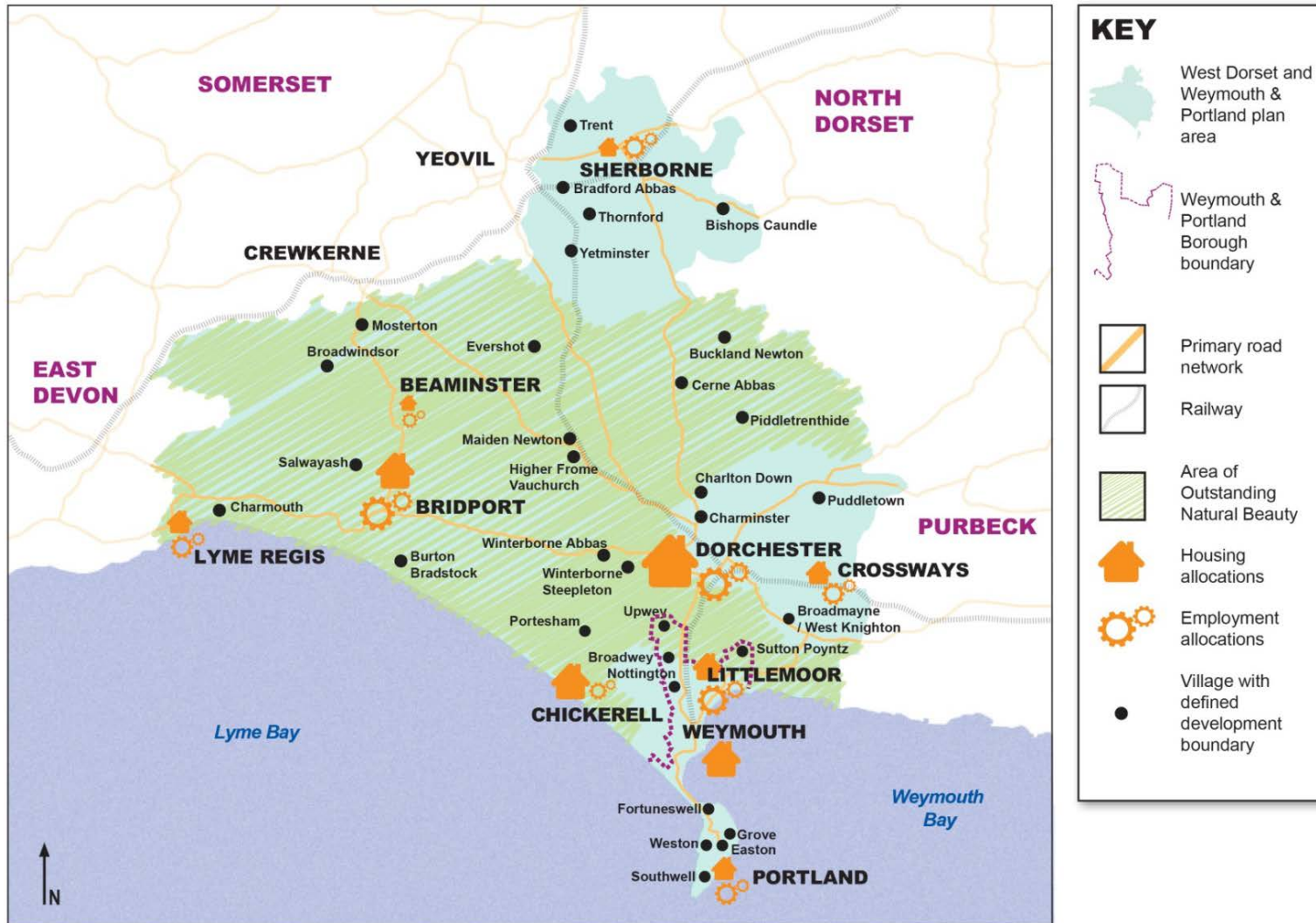
3.3.3 Throughout the consultation that informed the plan recurrent themes were meeting local need and enabling local decision making. The development strategy therefore aims to meet local needs, and enable economic growth, whilst safeguarding our special environment. Localism is an important part of the new strategy encouraging communities to take responsibility for their own areas.

- 3.3.4 The proposed distribution of development takes account of:
- the needs, size, and roles of the area’s settlements, taking into account any current imbalances;
  - the benefits of concentrating most development in locations where homes, jobs and facilities will be easily accessible to each other and there is a choice of transport modes;
  - the availability of land, and whether it has been previously developed (brownfield);
  - the importance of the environmental constraints of the plan area (including landscape designations, nature conservation designations and areas of flood risk and coastal erosion).
- 3.3.5 The development strategy therefore focuses the majority of new development on the larger settlements, which have more existing jobs and services, broadly in line with the local demand for that area, taking into account current imbalances, the current supply and existing constraints. The overall development strategy is illustrated in the Strategic Diagram – Figure 3.1.

# Local Plan

West Dorset, Weymouth & Portland Local Plan 2015

Figure 3.1 – West Dorset, Weymouth & Portland Local Plan Strategic Diagram



- 3.3.6 In the plan area, local housing and economic needs cannot be met without major development in the Area of Outstanding Natural Beauty. The need for growth from both a national and local perspective is considered to justify the exceptional circumstances for allowing major development to take place within this nationally designated landscape. Such a stance is not taken lightly. Where growth is proposed, this is because there are no realistic alternatives to meet the need for growth in that area in a positive way, and the sites have been selected on the basis that any landscape impact can be effectively moderated. Indeed there are opportunities, in places, to actively enhance the setting of the AONB through softening the visual impact of the existing urban edge on the wider landscape. Table 3.1 below summarises the main environmental constraints affecting each of the settlements in the plan area.

Table 3.1 – Existing Settlements, their current role and Major Environmental Constraints

**WEYMOUTH** is an important seaside resort, dominated by lower-paid employment, which currently has a significant amount of outward commuting to Dorchester for jobs. The area is on the coast, and the floodplain of the River Wey runs through the town. The Dorset AONB lies to the north, and the Heritage Coast to the west.

**DORCHESTER** is the county town and an important service area, and relies on a much wider area (including both nearby villages and Weymouth to the south) for its workforce and economic success. The floodplain of the River Frome runs to the north of the town, and the Dorset AONB wraps around the town to the south and west. There are some significant heritage assets in the area, including Maiden Castle hill fort and Poundbury Camp.

**PORTLAND** has historically had a good balance of housing and employment, with islanders working predominantly in the numerous quarries, or at the Ministry for Defence and Naval establishments. With the closure of the latter establishments many islanders have had to look for job opportunities on the mainland and some of the employment opportunities created on the island do not match the skills of the local workforce. The coastline around the island is internationally important for its geology, limestone and coastal habitats.

**BRIDPORT** is relatively well self contained with a good balance between housing and employment. The town lies within the Dorset AONB. The River Brit and its tributaries (Asker and Skilling) run through the town, creating large green corridors within their floodplains.

**SHERBORNE** has a close relationship economically with the neighbouring town of Yeovil, in Somerset. Sherborne has become an increasingly expensive place to live although many of the jobs within the town itself are relatively low paid, meaning that a significant proportion of the higher-skilled workforce commute out of the town, and there is an inward flow of lesser-skilled workers who cannot afford the local house prices. The River Yeo runs along the south-east side of the town. There are some significant heritage assets in the area, including Sherborne Old Castle.

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**CHICKERELL**, which includes the Granby and Lynch Lane industrial estates, provides employment opportunities which serve both Chickerell town and neighbouring Weymouth to the south. The Heritage Coast runs along its western flank.

**LYME REGIS** is a small coastal town on the boundary with East Devon. It lies within the Dorset AONB. The River Lim runs from the north through the town. Due to its location and constraints, including land instability, there are few opportunities for growth.

**BEAMINSTER** is relatively well balanced in terms of employment and housing. It lies within the Dorset AONB. The River Brit and its tributaries run through the town.

## EMPLOYMENT LAND SUPPLY

3.3.7 The employment land supply proposed in this plan, compared with the requirement set out in Policy SUS 1, is set out as follows.

Table 3.2 – Employment Land Requirement and Supply 2011-2031

	WEST DORSET	WEYMOUTH & PORTLAND	PLAN AREA
<b>Employment Land Requirement</b>	<b>43.6</b>	<b>16.7</b>	<b>60.3</b>
<b>Employment Land Supply</b>			
Completions 2011-12	2.0	0.6	2.6
Planning Permissions	24.4	18.8	43.2
Land allocations in this plan	31.1	8.6	39.7
<b>Total Supply</b>	<b>57.5</b>	<b>28</b>	<b>85.5</b>

3.3.8 Table 3.3 below lists the allocations that together make up the employment land supply, some of which are key employment sites. The figures for site areas shown are approximate and further employment opportunities may come forward as part of mixed use schemes. The list does not include existing employment areas where there is scope for additional development which either have permission or would be allowed under Policy ECON 1, which should also bring forward a significant supply of employment premises.



Table 3.3 – Employment Supply

TOWN	SITE ALLOCATED FOR EMPLOYMENT	EMPLOYMENT (HA)	KEY SITE	NOTES	POLICY REF
Weymouth	Littlemoor urban extension	12.0	✓	primarily in West Dorset	LITT1
	Land at Icen and Weyside Farms	Potential		in West Dorset	LITT2
Portland	Osprey Quay	8.6 (minimum)		part with permission	PORT2
Chickerell	Putton Lane	Potential		with outline permission	CHIC1
Dorchester	Poundbury Urban Extension	6.0 (approximate)		with outline permission	DOR1
	Poundbury Parkway Farm	0.9	✓	site extension	DOR2
	Weymouth Avenue Brewery	1.7 (approximate)		with outline permission	DOR6
Crossways	Land at Crossways	3.5	✓		CRS1
Bridport	Vearse Farm	4.0	✓		BRID1
	St. Michael's Trading Estate	Potential		mixed use scheme	BRID5
Beaminster	Broadwindsor Road	0.5		mixed use scheme	BEAM1
	Lane End Farm	0.7	✓		BEAM3
Lyme Regis	Woodberry Down	Potential			LYME1
Sherborne	Barton Farm	3.5	✓	mixed use scheme	SHER1
	Sherborne Hotel	Potential			SHER3
	Former Gasworks Site	Potential		mixed use scheme	SHER4
<b>Total</b>		<b>39.7</b>			

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## HOUSING LAND SUPPLY

3.3.9 The following table sets out the housing land supply to 2031, against the requirement for the whole plan area during this period, set out in Policy SUS 1. The five-year supply is covered in the following section.

Table 3.4 – Housing Requirement and Land Supply 2011-2031

	PLAN AREA
<b>Housing Land Requirement</b>	<b>15,500</b>
<b>Housing Land Supply</b>	
Completions 1 April 2011-31 March 2014	1,488
Extant planning permissions at 1 April 2014	3,973
Supply from new land allocations in the plan	3,742
Submitted / large identified sites within settlements	3,834
Minor identified sites within settlements likely to be built	1,783
Rural exception sites likely to come forward	35
<b>Total Supply</b>	<b>14,855</b>

3.3.10 The councils have prepared an up-date to the July 2014 SHLAA which was published in February 2015. This includes revised assumptions about each element of supply. These are set out below, with information about the strategic land allocations in the next section.

3.3.11 Data on housing completions has been taken from the annual residential land availability monitoring carried out every year in conjunction with Dorset County Council, with a base date of 1 April each year. The following completion figures relate to both authority areas; for 2011-12 (546), 2012-13 (570) and 2013-14 (372). In total, 1488 homes were built in the plan area between 2011 and 2014.

3.3.12 Extant planning permissions include those on strategic development allocations that have planning permission, such as those at Poundbury, Dorchester, and Barton Farm, Sherborne. These are indicated in grey in Table 3.7 in the following section on strategic land allocations. Assumptions about the likely start dates and rates of development have been made, based on past performance of developments in the plan area and indications of likely development rates provided by the developers. Other planning permissions, on smaller sites, are assumed to come forward within the plan period. These include planning permissions for C2 residential institutions.

- 3.3.13 Other sites submitted through the Strategic Housing Land Availability Assessment (SHLAA) or identified by officers have been included in the supply where they are located within development boundaries and therefore accord with the policies in the plan. These do not therefore include all the sites that were identified as having development potential in the Strategic Housing Land Availability Assessment. Greenfield sites that were assessed in the SHLAA as potentially developable have either been identified as new allocations in this plan, or will be considered as potential development allocations when the plan is reviewed.
- 3.3.14 An allowance has also been made for development on minor sites. This has been based on detailed surveys of the built up areas of the settlements in the plan area, to identify potential development sites of up to 0.15 hectares. These minor sites have not been listed individually in the SHLAA but the allowance is based on actual sites and all have been checked to ensure that they do not overlap with sites with permission.
- 3.3.15 The allowance for rural exception sites is based on those sites where funding has been approved. Other sites in this category are expected to come forward but have not been included. Similarly, it is likely that the change of use of rural buildings to housing and Neighbourhood plans will add to the housing supply but no reliance is placed on the numbers anticipated in these categories until there is convincing evidence of the contribution they will make.
- 3.3.16 A number of pipeline schemes covering pending planning applications and pre application proposals have been submitted since April 2014. These have not been identified elsewhere in the land supply assessment and while they may come forward they have also been excluded from the supply figures.

## FIVE-YEAR HOUSING LAND SUPPLY

- 3.3.17 Local plans need to demonstrate that a five-year housing land supply is available at the time of adoption, and maintained through the plan period. The target for the five-year supply is five years' worth of the annual target (in this case, 775 x 5 or 3,875) plus any shortfall from the earlier years of the plan period from 2011. Government also asks authorities to include a buffer of 5%, or 20% where there has been persistent under-delivery previously. Past under delivery prior to the adoption of the Local Plan has resulted in a buffer of 20% being applied across the plan area.

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3.3.18 At 1 April 2014, the five-year land supply requirement for the plan area is:

Table 3.5 – Five-year housing land requirement 2014-19

<b>FIVE-YEAR HOUSING LAND REQUIREMENT 2014-19</b>	
Annual requirement (775) x 5	3,875
20% buffer	775
Shortfall 2011-2014 (837) and 20% buffer	1,004
<b>Total</b>	<b>5,654</b>

3.3.19 The supply to meet this requirement is made up as follows:

Table 3.6 – Five-year Housing Land Supply 2014-2019

<b>HOUSING REQUIREMENT 2014-19</b>	<b>5,654</b>
Supply to meet Requirement	
Extant planning permissions at 1 April 2014 (5% lapse rate applied)	2,687
Submitted / large identified sites within settlements, where reasonable developer indication of delivery before 2019 (20% lapse rate applied)	1,254
Minor identified sites within settlements likely to be built (4 years with no discount)	444
Rural exception sites likely to come forward, with RSL funding	35
<b>Supply Sub-Total</b>	<b>4,420</b>
Supply from new allocations in the local plan (10% lapse rate applied)	1,347
<b>Total Supply</b>	<b>5,767</b>
Supply in Equivalent Years 5,767 / 1,130	5.1 years

3.3.20 Overall, over the five-year period 2014 - 2019 there is land for a total of 5,767 homes to meet needs of 5,654. The identified five-year supply exceeds the five years' requirement by 113 units. This is the equivalent of a 5.1 year supply of land and is sufficient to provide both flexibility and choice.

## STRATEGIC LAND ALLOCATIONS

3.3.21 In addition to the supply of housing sites outlined in paras 3.3.9 to 3.3.21, additional strategic allocations are needed to ensure that the full plan requirements can be met and the overall development strategy can be delivered. Strategic allocations have the potential to provide for a more comprehensive and planned approach to development, with housing and employment and related facilities such as new schools, brought forward in balance. Such allocations also allow for better control over the phasing and release of development, ensuring that there is a steady supply of land with the necessary infrastructure for that

- area. Some of these already benefit from permission and therefore are not included in the 'supply' from allocations.
- 3.3.22 The following table sets out strategic allocations for housing within the plan period. The broad locations for strategic development are shown on the strategic diagram.
- 3.3.23 Many of the larger sites are promoted for mixed use developments. The housing allocations table (Table 3.7) includes previously allocated strategic sites, such as Poundbury in Dorchester, where development has not yet been completed. The table gives an indication, within five-year periods, of when all these sites are likely to be developed. The total numbers of homes on the sites will depend on the mix of house types and sizes, and also the proportions of housing and employment, and may be higher or lower than those indicated. The approximate phasing is indicative and may need to vary between sites to ensure a reasonably continuous land supply throughout the plan period. Where planning permission has been granted but a site-specific policy has been included (in case their development is reconsidered through a new application), these are included in the existing supply figures and therefore have been marked in grey.
- 3.3.24 Against a total requirement of 15,500 new homes, the plan provides land for around 14,855 new homes, a shortfall of about 645 homes. This is particularly relevant to the last five years of the plan period. The position will be monitored and additional sites brought forward, if necessary, through an early review of the Local Plan. This will ensure the identification of sites to provide an on-going housing land supply for the remainder of the plan period and the broad identification of sites for a five-year period after 2031.
- 3.3.25 In January 2015 the councils commissioned an independent analysis of the delivery of housing sites over the Local Plan period – this can be found on the councils' website [www.dorsetforyou.com](http://www.dorsetforyou.com). This provided an independent review of the trajectory set out in the SHLAA Update 2014 and confirms that the councils' assessment of housing delivery is realistic and deliverable. A housing trajectory, showing the approximate delivery of housing over the plan period, is shown in Figure 3.1. The findings of the independent assessment regarding the strategic housing allocations have been largely incorporated into this trajectory. The delivery of affordable housing as a proportion of the overall housing delivery is not expected to increase until the second five-year period, as the first five years relates primarily to completions on sites where permission has been granted under the previously adopted plans.

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Table 3.7 - Housing Allocation Sites with approximate phasing and estimated supply (including large sites with current planning permission in grey shading, which are counted in supply from extant permissions)

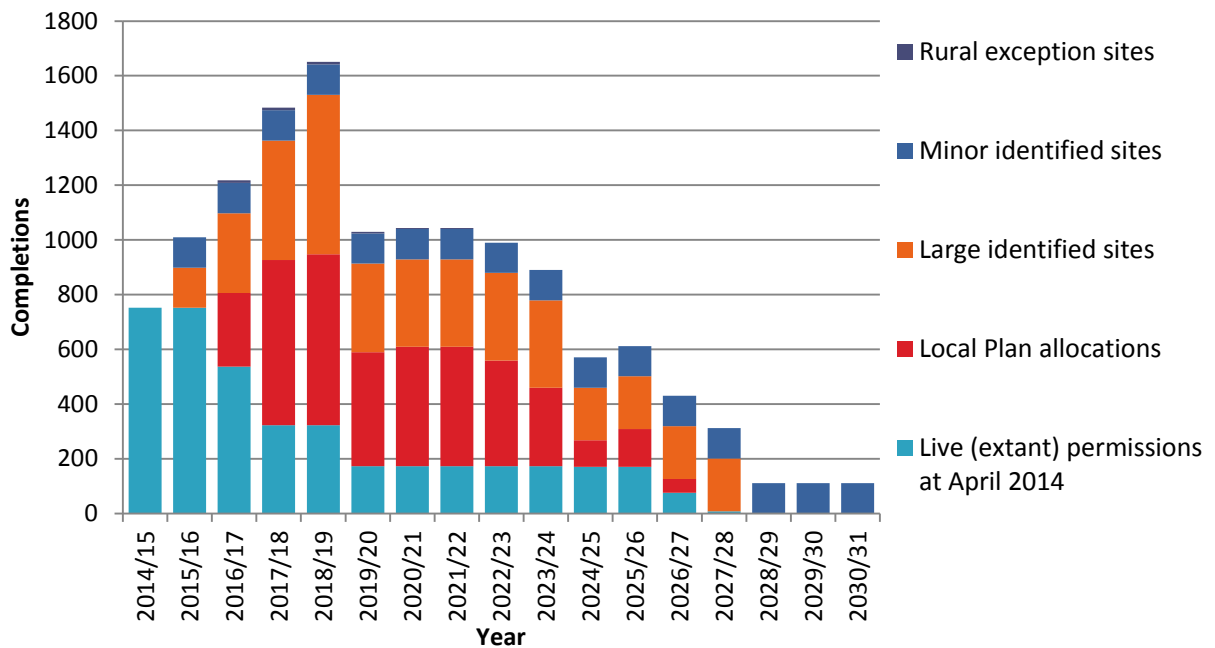
LOCATION	HOUSING SUPPLY	APPROXIMATE PHASING				EMPLOY LAND	STRATEGIC ALLOCATION	POLICY REF
		2011-16	2016-21	2021-26	2026-31			
Weymouth								
Weymouth Town Centre	600+		⇒	⇒	⇒	(possible)	✓	WEY1
Markham and Little Francis	320		⇒	⇒		(possible)	✓	WEY10
Land south of Louviers Road	100	⇒	⇒			--	✓	WEY11
Land at Wey Valley	320			⇒	⇒	(minimal)	✓	WEY12
The Old Rectory, Lorton Lane	39		⇒			--		WEY13
Littlemoor Urban Extension (part)	150		⇒	⇒	⇒	✓	✓	LITT1
Portland								
Osprey Quay	35	⇒				✓		PORT2
Former Hardy Complex	384		⇒	⇒	⇒	--	✓	PORT3
Chickerell								
Putton Lane Area	220	⇒	⇒				✓	CHIC1
Chickerell Urban Extension	820		⇒	⇒	⇒	(minimal)	✓	CHIC2
Land off Rashley Road	50				⇒			CHIC3
Littlemoor (West Dorset)								
Littlemoor Urban Extension (part)	350		⇒	⇒	⇒	✓	✓	LITT1
Dorchester								

LOCATION	HOUSING SUPPLY	APPROXIMATE PHASING				EMPLOY LAND	STRATEGIC ALLOCATION	POLICY REF
		2011-16	2016-21	2021-26	2026-31			
Poundbury Phases 3 and 4	1200	⇒	⇒	⇒		✓	✓	DOR1
Weymouth Avenue Brewery Site	560	⇒	⇒			(retain)	✓	DOR6
Red Cow Farm	54	⇒				(minimal)		DOR7
Land South of St George's Road	50		⇒			(possible)		DOR8
Land off Alington Avenue	50		⇒			--		DOR9
Crossways								
Land at Crossways	500		⇒	⇒	⇒	✓	✓	CRS1
Bridport								
Vearse Farm	760		⇒	⇒	⇒	✓	✓	BRID1
Land off Skilling Hill Road	40				⇒			BRID2
Land east of Bredy Vet's Centre	40	⇒				--		BRID3
St Michael's Trading Estate	105	⇒				(retain)		BRID5
Beaminster								
Land north of Broadwindsor Road	120	⇒	⇒			✓	✓	BEAM1
Lyme Regis								
Woodberry Down	90		⇒			(retain)	✓	LYME1
Sherborne								
Barton Farm	279	⇒	⇒			✓	✓	SHER1
Former gasworks site	30		⇒			(possible)		SHER4



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Figure 3.2: Housing Trajectory to 2031



## DEFINED DEVELOPMENT BOUNDARIES

3.3.26 Defined development boundaries have been carried forward from the previously adopted local plans, defining the areas within which development will generally be accepted. The only changes from the previous adopted plans are where defined development boundaries have been extended to accommodate strategic allocations. Information relating to defined development boundaries may be found in the Policies Maps Background Document on the website [www.dorsetforyou.com](http://www.dorsetforyou.com)

### SETTLEMENTS WITH DEFINED DEVELOPMENT BOUNDARIES

This list may be expanded through Neighbourhood Plans

Beaminster	Grove
Bishops Caundle	Lyme Regis
Bradford Abbas	Maiden Newton and Higher Frome Vauchurch
Bridport	Mosterton
Broadmayne and West Knighton	Nottingham
Broadwey	Piddletrenthide
Broadwindsor	Portesham
Buckland Newton	Puddletown
Burton Bradstock	Salwayash
Cerne Abbas	Sherborne
Charlton Down	Southwell

## SETTLEMENTS WITH DEFINED DEVELOPMENT BOUNDARIES

This list may be expanded through Neighbourhood Plans

Charminster	Sutton Poyntz
Charmouth	Thornford
Chickerell	Trent
Crossways	Upwey
Dorchester	Weston
Easton	Weymouth
Evershot	Winterbourne Abbas and Winterbourne Steepleton
Fortuneswell	Yetminster
Godmanstone	

3.3.27 Although a lot of demand for new housing exists in the rural areas, allocations or extensions to defined development boundaries have not been made in these locations. Although there are suitable sites, there are problems associated with providing development in locations that have few facilities and where people tend to commute to the towns. It is more difficult to provide cost-effective local services for a more dispersed pattern of development, without putting greater reliance on potentially unworkable public transport solutions. The resulting dependency on cars would inevitably increase carbon emissions and disadvantage those who don't have a car (usually the more vulnerable groups in our society), which is why it makes sense to try to focus development at the towns. And each village will be different in terms of its needs, opportunities and constraints. As such a more enabling approach is proposed for rural communities – working with those that want to see development take place, to help identify suitable sites to meet their local needs. Using neighbourhood development plans and other planning tools, communities can allocate sites, introduce or extend a development boundary, or develop a criteria-based policy to allow development to take place, where they consider this is the right approach for them. This plan does not include targets for development in these areas, and as part of the monitoring process the councils will examine to what extent this approach is delivering growth.

## SUS2. DISTRIBUTION OF DEVELOPMENT

- i) **Development will be distributed according to the following settlement hierarchy, with a greater proportion of development at the larger and more sustainable settlements.**

## **SUS2. DISTRIBUTION OF DEVELOPMENT (CONTINUED)**

- **The main towns of Dorchester and Weymouth (of which Chickerell and parts of Littlemoor form outlying parts) will be the highest priority locations for new development;**
  - **Elsewhere in the plan area, the market and coastal towns of Beaminster, Bridport, Lyme Regis, Portland and Sherborne and the village of Crossways will be a focus for future development;**
  - **Development in rural areas will be directed to the settlements with defined development boundaries, and will take place at an appropriate scale to the size of the settlement. Settlements with no defined development boundary may also have some growth to meet their local needs.**
- ii) Within the defined development boundaries residential, employment and other development to meet the needs of the local area will normally be permitted.**
- iii) Outside defined development boundaries, development will be strictly controlled, having particular regard to the need for the protection of the countryside and environmental constraints, and be restricted to:**
- **agriculture, forestry or horticulture or related enterprises such as farm diversification and equestrian development;**
  - **alterations and extensions to existing buildings in line with their current lawful use, including their subdivision or replacement;**
  - **new employment, tourism, educational/training, recreational or leisure-related development;**
  - **affordable housing;**
  - **rural workers' housing;**
  - **open market housing through the re-use of existing rural buildings;**
  - **sites for gypsies, travellers and travelling showpeople;**
  - **the replacement of properties affected by coastal change in a location identified in an approved local development document;**
  - **proposals for the generation of renewable energy or other utility infrastructure;**
  - **flood defence, land stability and coastal protection schemes;**
  - **local facilities appropriate to a rural area or close to an existing settlement;**
  - **specific allocations in a development plan document and associated landscape and infrastructure requirements.**

### 3.4 THE RE-USE AND REPLACEMENT OF BUILDINGS OUTSIDE DEFINED DEVELOPMENT BOUNDARIES

- 3.4.1 Existing rural buildings, that are no longer needed for the original purpose for which they were built, provide an opportunity for development without the impact that new buildings would have on the surrounding landscape. The re-use of an existing building may therefore be allowed in situations where new build for the same use would not. It is however important to consider whether the building is worthy of retention (in terms of its structure and how it contributes to local character), the impact on the surroundings that may arise from the changes necessary to enable the re-use, and to also consider what impact the use may have on the local community, local services and the local transport network.
- 3.4.2 National planning guidance says that in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities, and new isolated homes in the countryside should be avoided. It does recognise that the re-use of redundant or disused buildings should be considered, particularly where development would lead to an enhancement to the immediate setting or represent the optimal viable use of a heritage asset. In our area, affordable housing and essential rural workers' dwellings are generally supported wherever there is a need. The re-use of buildings for open market housing and built tourist accommodation will be supported in and adjoining established settlements with a population of 200+ (many of which have established development boundaries) as these tend to have some local facilities and are less likely to place an additional burden on services such as school bus / taxi and healthcare out-reach services. Outside these locations an exception may be made where a building adjoins existing serviced residential buildings (such as a farmhouse) and can be tied to the wider holding / main property. The tie ensures that the re-use directly benefits the local family / community (for example, by housing relatives, providing local rented accommodation, or let as tourist accommodation) and that the local benefit is maintained in the longer term. Where a tie to the wider holding / main property is required, this will need to be secured through a section 106 agreement. By taking a flexible approach to housing or tourist accommodation in these circumstances, the upkeep of rural buildings that make a positive contribution to the local character, and the availability of accommodation to meet evolving local needs (whether for the local family or rural business) can be assured. Open market housing and tourism uses will only be allowed where the building was in existence in 2011 (the start of the plan period). The reason for this is to avoid potential abuse of this policy through the building of new agricultural buildings with the intention of converting them in to open market homes in locations where they would not normally be permitted.

## SETTLEMENTS OF 200+ POPULATION WITHOUT A DEFINED DEVELOPMENT BOUNDARY

(to be read in conjunction with the list of settlements with development boundaries (para 3.3.28))

Abbotsbury	Netherbury
Bradford Peverell	Nether Compton
Cattistock	Osmington
Cheselbourne	Owermoigne
Chetnole	Piddlehinton / White Lackington
Chideock	Puncknowle
Corscombe	Shipton Gorge
Dewlish	South Perrott
Drimpton	Stinsford / Lower Bockhampton
Frampton	Stratton
Halstock	Sydling St Nicholas
Holwell	Thorncombe
Leigh	Toller Porcorum
Litton Cheney	Tolpuddle
Loders	Uploders
Longburton	West Stafford
Morcombelake	Winterborne St Martin

### SUS3. ADAPTATION AND RE-USE OF BUILDINGS OUTSIDE DEFINED DEVELOPMENT BOUNDARIES

- i) The adaptation and re-use of rural buildings will be permitted where:**
- **the existing building is of permanent and substantial construction, makes a positive contribution to the local character, and would not need to be substantially rebuilt or extended; and**
  - **their proposed form, bulk and design will make a positive contribution to the local character;**
- ii) and where development is for one of the following uses:**
- **employment;**
  - **community uses, where the buildings are accessible and immediately proximate to the community served;**

**SUS3. ADAPTATION AND RE-USE OF BUILDINGS OUTSIDE DEFINED DEVELOPMENT BOUNDARIES (CONTINUED)**

- affordable housing, where the proposal is capable of meeting an identified, current, local need which cannot otherwise be met;
- essential rural workers' dwellings;
- open market housing or built tourist accommodation adjoining a settlement with a defined development boundary, or within or adjoining an established settlement of more than 200 population. In all cases only where the building/s was in existence in 2011;
- open market housing or built tourist accommodation where the building adjoins an existing serviced residential building, and will be tied to the wider holding / main property and where the building/s was in existence in 2011;
- other tourism uses, where there is a justifiable need for a rural location;
- or, where the building is a designated heritage asset and none of the above are possible, the optimal viable use to secure its long term future.

3.4.3 The replacement of rural buildings will normally be permitted where their continued use (either for the existing use or an agreed alternative use), alteration or extension would be acceptable, although consideration should be given to whether it would be more practicable to re-use the existing building. The replacement of a farm building that makes a positive contribution to the local character (such as the many stone barns and farmhouses) will be resisted.

**SUS4. THE REPLACEMENT OF BUILDINGS OUTSIDE DEFINED DEVELOPMENT BOUNDARIES**

- i) The replacement of a building should be permitted where the existing building is of permanent and substantial construction, and its continuing use would otherwise be consistent with other policies in this plan. Where this would involve the loss of a heritage asset, or a farm building that makes a positive contribution to the local character, its replacement must be shown to produce substantial planning benefits, such as economic regeneration or environmental enhancement.

**MONITORING INDICATOR:** the number and location of completions for the re-use and replacement of buildings outside defined development boundaries by use.

## 3.5 NEIGHBOURHOOD DEVELOPMENT PLANS AND ORDERS

3.5.1 In 2012 the government provided a number of new planning tools for local communities, including neighbourhood development plans, neighbourhood development orders and community right to build orders. These tools provide a genuine opportunity for local people to influence what is built in their area, which in turn should foster greater trust in the planning process, as well as deliver development that is in tune with local people's wishes. The tools are meant to enable development to happen, for example by allocating sites for development, or allowing the type of development that local people would want.

3.5.2 This new planning approach has the potential to bring together communities (including those that live, work or visit the area), parish / town councils or neighbourhood forums, landowners and developers and service providers to build a consensus about the future of their area, and should help create lasting partnerships both within and outside the community.



3.5.3 A neighbourhood development plan becomes part of the development plan, and its policies will work alongside, and where appropriate, replace the policies in the local plan where they overlap. Neighbourhood development orders and community right to build orders will give permitted development rights to the types of development specified in that order, allowing developments that are consistent with the strategic policies of the development plan to proceed without unnecessary delay. The policies will only apply to the specific area covered by that neighbourhood development plan or order (rather than the local plan area).

3.5.4 Neighbourhood development plans have the potential to deliver a step-change in the level of growth in the plan area. They can make significant changes to the policies in this plan, so long as they do not undermine its strategic objectives and approach. Examples of changes could include:

- Extending existing defined development boundaries, or adding them to settlements that do not currently have a boundary;
- Allowing open market housing on rural exception sites;
- Encouraging self-build homes or low impact dwellings where these would not currently be allowed;
- Identifying specific sites for new development.



- 3.5.5 They can also provide greater certainty over what is special about an area and how those features should be considered in allowing new development.
- 3.5.6 West Dorset District Council and Weymouth & Portland Borough Council will support communities that wish to use these new planning tools, by providing advice and assistance. As a minimum this will include advice on the area that the plan or order should cover (as this will need to be approved), and help identifying the extent to which their proposals are in general conformity with national planning policy and the strategic objectives and approach of this local plan. A greater level of support will be directed at those communities that can help in the delivery of sustainable growth in the plan area.
- 3.5.7 The first Neighbourhood Development Plan in West Dorset at Cerne Valley was 'made' on 8 January 2015, following an Inspector's report in August 2014 and a referendum held in December 2014. The amendment to the development boundary for Cerne Abbas and the addition of a development boundary for Godmanstone have been incorporated into the Local Plan.

## **SUS5. NEIGHBOURHOOD DEVELOPMENT PLANS**

### **i) Neighbourhood Development Plans should:**

- **show how they are contributing towards the strategic objectives of this plan and be in general conformity with its strategic approach;**
- **clearly set out how they will promote sustainable development in their area at the same level or over and above that which would otherwise be delivered through the local plan;**
- **have due regard to information on local need for new homes, jobs and facilities, for their plan area and any outlying areas which they may serve;**
- **demonstrate that they are credible, justifiable and achievable. This can be assisted by involving landowners, developers and service providers in their preparation.**

**MONITORING INDICATOR:** the number of Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders adopted.

**MONITORING INDICATOR:** annual increase in housing land supply as a direct result of Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders.

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# Economy



## 4 Economy

### 4.1 INTRODUCTION

- 4.1.1 Employment should be focused in places where it will provide people with the opportunity to work locally, helping to reduce the need to travel and promote social inclusion. The type and scale of new employment development should also be appropriate to its location.
- 4.1.2 Economic development is a key priority for both councils. The Dorset Local Enterprise Partnership (LEP) has identified the following priority areas where growth proposed through investment can make contributions:
- Advanced manufacturing, including aerospace, automotive and life sciences;
  - Knowledge intensive traded services, including professional and business services, the information economy and traded aspects of higher and further education;
  - Enabling sectors, such as energy and construction.
- 4.1.3 Accordingly, the councils will work with the Local Enterprise Partnership to encourage and support the development of these priority areas.
- 4.1.4 The plan area has an outstanding natural and historic environment which makes an important contribution to the economy by making the area an attractive place to live, work and visit. The high quality of the coast and countryside, with its designated landscapes and heritage assets, is particularly valuable for tourism and attracting inward investment.
- 4.1.5 Economic development can have a significant impact on the quality and character of the area, particularly in rural or residential locations. Development should not, either on its own or cumulatively in combination with other established or proposed developments in the vicinity, significantly adversely affect the area's landscape, heritage and built environment, or the amenities of the resident population. The potential increase in vehicle movements generated by the development and the impact on the highway network must also be acceptable.

### AN ECONOMIC VISION FOR THE AREA

- 4.1.6 Economic development will play a key role in:
- Providing the necessary flexibility to support businesses, and enable them to grow;
  - Facilitating inward investment to create better paid jobs;
  - Regenerating the area's vibrant town centres.

### A BROAD DEFINITION OF EMPLOYMENT

- 4.1.7 Employment uses have previously been defined as offices, light industrial, general industrial, storage and warehousing, often referred to as B class uses. Traditional industries will continue to be supported, however there are a number of other sectors in the plan area which are large employers and make a significant contribution to the economy, for

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example tourism in its many facets. A broader definition of employment has therefore been adopted in this local plan.

## **EMPLOYMENT**

For the purposes of this plan employment includes development in the B Use Classes such as offices, workshops and industrial premises, storage and distribution warehouses and sui generis uses commonly found on industrial estates. It also applies to non B class development which provides direct, on-going local employment opportunities such as tourism and retail. It does not apply to businesses such as farming, care homes and tourist accommodation providers, which are covered in other policies of the plan, or to development that indirectly benefits the local economy (such as housing).

Employment sites are land or premises that are presently in an employment use, or previously in an employment use if now vacant.

- 4.1.8 Retail and visitor attractions are an inherent part of the economy of the local area, but have quite different impacts and needs. Specific policies are included on these types of economic development. Tourist accommodation in its many forms also plays a major part in the tourism industry, and policies for these uses are included in this chapter, although they are not within this plan's definition of employment.

## **STRATEGIC APPROACH**

A continuing supply of land and premises suitable for employment uses is needed, of a type and scale appropriate to the characteristics of the local area, to provide sufficient opportunities for employment needs to be met locally, to reduce the need to travel and promote economic growth and social inclusion. This will be delivered through the allocation and provision of new sites (with the greater proportion of development at the towns), the suitable protection of existing employment sites (taking into account their significance), and flexible policies to allow development to come forward on other suitable sites.

The development of new retail and town centre uses will be directed to the town centres of Weymouth, Dorchester, Bridport, Sherborne and Lyme Regis. Outside the town centres, smaller scale development of shops, financial and professional services, food and drink, office, leisure and community uses will be directed towards local centres. Development should not undermine the functioning of any centre, or adversely affect its vitality or viability.

## **4.2 THE SUPPLY OF EMPLOYMENT LAND AND PREMISES**

- 4.2.1 If future economic growth is to be successfully delivered it is vital that enough land, and the right kind of land, is provided for these uses. A flexible approach and a ready supply of employment sites in suitable locations are fundamental to the economic performance of the area. The larger settlements have a key role to play because of their accessibility to labour, support services and infrastructure.

- 4.2.2 To help meet the anticipated demand for employment land, sites for employment uses have been identified and allocated at the main towns (see Table 3.3 for where these are set out in the site specific chapters). Flexible policies for the rural areas have been included instead of specific allocations in and around the smaller settlements. Further employment allocations may come forward through neighbourhood development plans.
- 4.2.3 The expansion of existing employment sites and premises, and sensitive small scale development in and around suitable settlements, can help bring about economic activity and local job opportunities. Live-work developments provide an opportunity for people to adopt more flexible working practices, and therefore are also encouraged where housing would otherwise be acceptable. While the plan generally seeks to concentrate development in the areas which are most accessible, it is recognised that small-scale employment development in rural areas, through well-designed new buildings on the edge of existing settlements, the re-use and adaptation of existing buildings, or farm diversification schemes, is of value even though such development is unlikely to be served by public transport. Proposals for development in less accessible locations may be required to provide information on the long term viability of the enterprise and a clear justification of why such a location is needed. Consideration will be given to the removal of permitted development rights in such locations where they may otherwise change to non-employment uses or result in a more harmful impact.

## **ECON1. PROVISION OF EMPLOYMENT**

### **i) Employment development will generally be supported:**

- **within or on the edge of a settlement;**
- **through the intensification or extension of existing premises;**
- **as part of a farm diversification scheme;**
- **through the re-use or replacement of an existing building; or**
- **in a rural location where this is essential for that type of business.**

### **ii) Proposals for live-work developments will be supported in locations considered suitable for open market residential development.**

## **4.3 PROTECTING EMPLOYMENT SITES**

- 4.3.1 Existing employment sites and premises provide valuable opportunities for jobs close to where people live, and benefit the local economy. However there is increasing pressure for change of use from employment to non employment generating uses. The loss of employment uses can impact negatively on local access to employment and the economic competitiveness of local areas. This in turn would potentially undermine economic growth.
- 4.3.2 “Key employment sites” are the larger employment sites that contribute significantly to the employment land supply for B class uses. Key employment sites will also form part of the

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following strategic mixed-use sites – Littlemoor, Crossways, Vearse Farm and Barton Farm. Detailed site boundaries will be defined through the master planning process. These are safeguarded for B class uses and other employment uses which would achieve economic enhancement without detrimental impact to the site or wider area. In considering economic enhancement, regard will be given to issues such as wage rates, achievement of higher level skills, job numbers, and key sectors identified by the Local Economic Partnership.

- 4.3.3 The councils are committed to ensuring they do everything they can to support sustainable economic growth. Where there are recognised viability issues preventing the delivery of sites the councils will work with developers to understand and seek to address potential barriers.

Table 4.1: Key Employment Sites

TOWN	SITE	STATUS
Weymouth	Littlemoor urban extension	Proposed (mixed-use)
	Mount Pleasant	Under development
Portland	Portland Port	Existing
	Southwell Business Park	Existing
	Inmosthay Industrial Estate	Existing
	Tradecroft Industrial Estate	Existing
Chickerell	Granby Industrial Estate	Existing
	Lynch Lane Industrial Estate	Existing
	Link Park	Under development
Dorchester	Poundbury Parkway Farm Business Park	Existing (extension proposed)
	Marabout & The Grove Industrial Estate	Existing
	Poundbury West Industrial Estate	Existing
	Loudsmill	Existing
	Great Western Industrial Estate	Existing
	Railway Triangle	Existing
	Casterbridge	Existing



TOWN	SITE	STATUS
Crossways	Land at Crossways	Proposed (mixed-use)
	Hybris Business Park	Existing
Bridport	Vearse Farm	Proposed (mixed-use)
	North Mills Trading Estate	Existing
	Amsafe	Existing
	Dreadnought Trading Estate	Existing
	St Andrews Trading Estate	Existing
	Crepe Farm	Existing
	Gore Cross	Existing
	Pymore Mills	Existing
Beaminster	Broadwindsor Road	Existing
	Horn Park Quarry	Existing
	Danisco Site	Existing
	Lane End Farm	Proposed
Lyme Regis	Lyme Regis Industrial Estate / Uplyme Business Park	Existing
Sherborne	Barton Farm	Proposed (mixed-use)
	Hunts Depot	Existing
	Coldharbour Business Park	Existing
	South Western Business Park	Existing
Broadmayne	Roman Hill Business Park	Existing
Charminster	Charminster Farm	Existing
Piddlehinton	Enterprise Park	Existing

## **ECON2. PROTECTION OF KEY EMPLOYMENT SITES**

- i) Within key employment sites (as identified on the policies map) applications for B1 (light industrial), B2 (general industrial), B8 (storage and distribution) and other similar uses will be permitted subject to proposals not having a significant adverse impact on surrounding land uses.**
- ii) The use of key employment sites for employment purposes other than B1, B2 and B8 may be appropriate if it can be proven that the use provides on-site support facilities or demonstrates an economic enhancement over and above B1 / B2 / B8 uses. Such development will not prejudice the efficient and effective use of the remainder of the employment area.**
- iii) Retail uses will not generally be supported. Exceptionally, uses which have trade links with employment uses or are un-neighbourly in character (such as car showrooms, tyre and exhaust centres, or trade counters) may be permitted on employment sites which have good access to a range of transport options.**
- iv) Other uses that do not provide direct, on-going local employment opportunities will not be permitted.**

**MONITORING INDICATOR:** area of land granted permission for non employment uses on Key Employment Sites.

4.3.4 Other employment sites are also valued for the job opportunities that they provide, but a more flexible approach will be taken on these to help facilitate a broad range of economic development, which is vital for the future sustainability and development of the area's economy. The policy also recognises that some existing employment sites may be causing significant environmental or amenity problems that cannot be overcome. In some circumstances there may not be a need for that site to remain in employment use, if there are sufficient alternatives available in the local area, and it would not benefit the local economy for it to remain vacant. And in some cases, the size, location and characteristics of a site may mean that more intensive, mixed-use development could provide greater benefit to the community, in terms of addressing local needs, than if the site was retained solely in employment use. Proposals for mixed-use redevelopment will be expected to retain an equivalent amount of jobs on the site (and in the case of vacant or underused sites, consideration will be given to the potential of that site for job creation rather than the existing number of jobs). Where employment sites are proposed for mixed-use development, the following information will be sought:

- Description of community and regeneration benefits;
- Description of economic benefits (for example skills and training provision);

- Any local employment or other needs addressed by the proposal;
- Existing job numbers (full time and part time) by job type;
- The amount and type of any employment development to be retained / provided;
- Expected job numbers (full time and part time) by job type, and how this is justified.

4.3.5 Where there is no reasonable prospect of an employment site being used for employment purposes, alternative uses may be considered. Where an application is made for an alternative use other than employment, the following information will be sought:

- Description of any problems caused by the employment use, the measures considered to try and mitigate these issues, and an explanation of why these problems could not be overcome;
- Any other reasons why the site is thought unsuitable for employment uses;
- Details of how the property has been marketed, over what period and for what price (and how the asking price was calculated), what use/s it was marketed for, where it was advertised, and whether there have been any offers received;
- What other suitable, viable, alternative sites are available locally for employment uses (this should include an assessment of existing sites and premises in addition to land allocated by the Local Plan).

4.3.6 The councils will require applicants to demonstrate that real effort has been undertaken to achieve alternative employment uses on that site. In assessing this information, consideration will be given to current market trends and the future land needs in that location.

### **ECON3. PROTECTION OF OTHER EMPLOYMENT SITES**

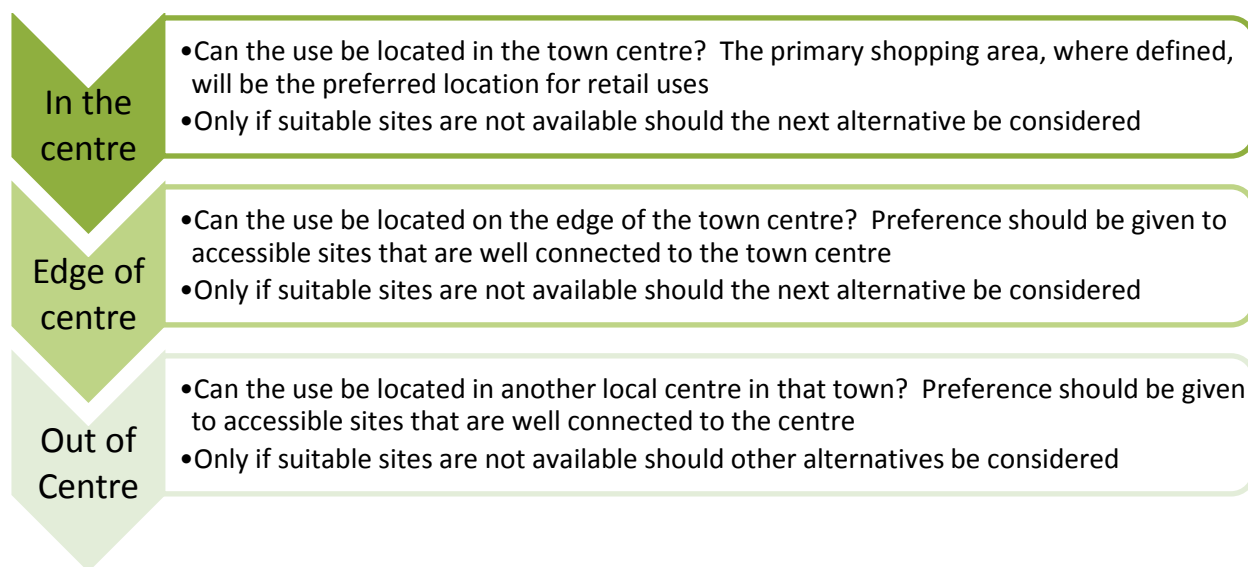
- i) Outside key employment sites, the redevelopment of existing employment sites to an alternative employment use will normally be permitted.**
- ii) The redevelopment of employment land and premises for non employment uses that are in accordance with other planning policies will be permitted where it will not prejudice the efficient and effective use of the remainder of the employment area and:**
  - **the present (or where vacant or derelict, the previous) use causes significant harm to the character or amenities of the surrounding area and it has been demonstrated that no other appropriate viable alternative employment uses could be attracted to the site; or**
  - **a substantial over-supply of suitable alternative employment sites is locally available; or**
  - **redevelopment of the site would offer important community benefits or no significant loss of jobs / potential jobs.**

**MONITORING INDICATOR:** loss of employment land/premises to non employment uses.

## 4.4 RETAIL AND TOWN CENTRE DEVELOPMENT

- 4.4.1 Town centres and local centres are places where people can access a range of local services and facilities. They are also places that people identify with strongly, as a place to meet and socialise. And many of them have strong links to the past, with listed buildings and other historic features or connections. However they can decline through lack of investment, particularly where there are other centres or outlets providing competition for potential customers.
- 4.4.2 Town centre areas have been defined in Weymouth, Dorchester, Bridport, Sherborne and Lyme Regis where the retail shops are concentrated, together with leisure, business and other main town centre uses. The main shopping frontages and secondary shopping frontages are also shown, reflecting the main streets and passages onto which the shops face. In the larger centres of Weymouth and Dorchester, the primary shopping area has also been identified where the concentration of retail is particularly high.
- 4.4.3 Sites that may provide suitable locations for future expansion of the town centres or primary shopping areas at Weymouth, Dorchester, Bridport and Sherborne are identified in the area specific chapters, to help these centres to continue to meet the needs of their catchment populations.
- 4.4.4 More local centres exist in the smaller towns and neighbourhood areas, relative to the size of the area they serve. Local centres, such as Easton, Fortuneswell and Beaminster, have an important role in delivering small scale development to meet local need.
- 4.4.5 Supporting the vitality and viability of existing centres means that these centres should be the first priority when locations are being considered for new retail development (or for other town centre uses such as hotels, leisure, offices and the arts). Planning applications for main town centre uses will be considered through the sequential approach and applicants will be expected to carry out a thorough assessment to explore alternative options.
- 4.4.6 The sequential test means wherever possible seeking to focus new development within, or failing that, on well located sites on the edge of, existing centres. Only if centre or edge of centre sites are not available will out of centre locations be appropriate, provided they are acceptable in other respects.

Figure 4.1 The Sequential Test



- 4.4.7 As part of the sequential assessment applicants will need to consider the extent of the catchment area likely to be served by the proposal and identify nearby centres that may represent suitable locations to accommodate the scale and form of development proposed. The appropriate area of search will vary and should be agreed by the council. Some proposals will serve a purely localised need (eg local foodstores) whereas others are likely to serve a much wider catchment. In some instances it may be appropriate to include centres outside the plan area, for example Yeovil.
- 4.4.8 Some larger settlements may have more than one centre. In such settlements, where development can not be located within or on the edge of the town centre, the other local centres should be looked at in preference to an out of centre site. All development will be expected to be appropriate in scale and type to the centre in which it would be located.
- 4.4.9 Applications for retail or other town centre uses that do not pass the sequential test should be refused because of the likely impact on the vitality and viability of an existing centre. There may be instances where a specific need for a certain type and form of development can only realistically be accommodated in specific locations. Genuine difficulties which are likely to occur in operating the proposal from a sequentially preferable site will be taken into account. Any reasons for rejecting more central opportunities or not adopting a more flexible approach to accommodating demand more centrally will need to be clearly explained and justified. The commercial objectives of a developer or occupier are not location specific requirements.
- 4.4.10 While the sequential test applies to all main town centre uses it will be necessary to consider the relative priorities and needs of different main town centre uses, particularly recognising their different operational and market requirements. The sequential approach does not apply to applications for employment trade related uses on key employment sites or for small scale community uses / small scale rural development.

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- 4.4.11 Proposals exceeding 1,000m<sup>2</sup> floorspace in locations outside town centre areas, and proposals for smaller-scale developments in locations outside any existing centres, will be required to submit an impact assessment including the following information:
- The availability, suitability and viability of potential alternative town centre sites, and where appropriate, edge of centre sites;
  - The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to 5 years from the time the application is made. For major schemes where the full impact will not be realised in 5 years, the impact should also be assessed up to 10 years from the time the application is made; and
  - The impact of the proposal on existing, committed and planned public and private investments in the town centres within the catchment area of the proposal.
- 4.4.12 Impact assessments will not be limited to new development, they may also be required for extensions, redevelopment or the variation of conditions where this would alter the effects of a development. Where a proposal is likely to lead to significant adverse impacts the application should be refused. What constitutes a significant adverse impact will be based on the circumstances of each case. The cumulative impact of recent / committed proposals may also be relevant. Where the evidence shows there is no significant adverse impact the positive and negative effects of the proposal will be balanced, together with locational and other considerations, to reach an overall judgement.
- 4.4.13 The impact test applies to retail, office and leisure proposals. The scope and level of detail required will vary according to local circumstance.
- 4.4.14 The concentration of a variety of shopping and other services within a town centre is a major component of maintaining its vitality and viability. Arts, creative and cultural development can also contribute to healthy and vibrant centres and communities. Buildings that open later in the evening, such as theatres, pubs and restaurants, can complement retail uses and prolong the activity and vibrancy of a centre into the evening. The use of upper floors for offices or residential uses adds vitality to town centres without fragmenting the retail and services on the ground floors.
- 4.4.15 The loss of ground-floor retail uses to other uses can have an adverse impact within the primary and, to a lesser extent, secondary shopping frontages if they would fragment the retail offer to such an extent where it would make the centre less attractive and convenient. The loss of an active retail use, however, cannot be prevented, and no-one wants to see units remain vacant for long periods. In recognition of the importance of maintaining the attractiveness of existing centres a degree of flexibility, rather than a rigid insistence on certain uses, is needed during times of economic change. Changes of use should be permitted where it is clear that without redevelopment or significant remodelling the existing use of the property cannot continue.
- 4.4.16 Where development would result in the loss of a retail use in the primary shopping frontage, or the loss of a town centre use in the secondary shopping frontage, the impact

on the function of that area will need to be assessed. The impact on the number and frontage length of retail (and in the case of secondary frontages, other town centre uses) in that stretch (from junction to junction) should be submitted with the proposal.

#### **ECON4. RETAIL AND TOWN CENTRE DEVELOPMENT**

- i) Development proposals for retail and town centre development should be appropriate in type and scale to the particular centre and its catchment population.**
- ii) Small scale development of shops, financial and professional services, food and drink, office, leisure and community uses will be permitted in local centres.**
- iii) A sequential approach will be taken to planning applications for new (or major extensions to) retail and town centre uses, except in the case of:**
  - small scale rural development (including offices);**
  - small scale community facilities;**
  - employment trade related uses on key employment sites.**
- iv) Development likely to lead to significant adverse impacts on existing centres will be refused.**
- v) Development will be expected to maintain an appropriate concentration and mix of retail and other town centre uses in the centre, to protect its vitality and viability. Retail uses should normally make up about 75% or more of the nearby ground floor primary shopping frontage. Retail and other main town centre uses should make up about 75% or more of the nearby ground floor secondary shopping frontage. Development in these locations will be expected to have its main access and windows onto the primary (or secondary) frontage.**
- vi) The use of upper floors of premises in the town centre areas for residential or commercial uses will be encouraged subject to the ground floor use not being undermined and, where possible, separate access to the upper floors being provided.**

**MONITORING INDICATOR:** map of primary and secondary frontage in use by retail, town centre and other uses. **TARGET:** no more than 25% non retail uses in the primary frontages and no more than 25% non town centre uses in secondary frontages (measured by length)

**MONITORING INDICATOR:** amount of completed retail development each year and amount located in town centres.



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## 4.5 TOURISM

### TOURISM

For purposes of this plan tourism refers to all activities of visitors, including overnight visitors and same-day visitors, visits for business purposes as well as for holidays and recreation.

- 4.5.1 Tourism is very important for the area's economy. The councils will look favourably on investment in new and improved attractions, facilities and accommodation so that the tourism industry can continue to be vibrant and competitive. However it is also important to make sure that the environment and those features that are so important to visitors, such as the coastline and outstanding landscapes, are not damaged by this development.
- 4.5.2 The designated landscapes and historic settlements, are particularly valuable for tourism and attracting inward investment. They attract visitors yet also bring visitor pressures which need to be managed. It may not be possible to accommodate new tourism development in designated areas such as the Heritage Coast without harming the character. And on the other hand, sensitively located and screened sites of an appropriate scale in sustainable inland destinations could spread the benefits of tourism and reduce the pressure on the sensitive coastline. Whatever the location, development should fit well with its surroundings and be in harmony with the local environment.
- 4.5.3 Allocating specific sites for tourism-related development is not considered to be a pragmatic approach, as the right location will vary depending on the particular market and niche being targeted. For example, accommodation catering for those seeking to enjoy the natural environment through walking and outdoor recreation may be better located in a more rural area, rather than in a major town centre some distance away from the attractions it serves. Therefore the approach taken is to make sure that the general policies will support the right types of tourism in the most appropriate locations.
- 4.5.4 In certain cases, staff accommodation may be needed to provide 24 hour supervision on site in a rural location. This may be allowed as an exception to normal policy, under policy HOUS6.

### TOURIST ATTRACTIONS AND FACILITIES

- 4.5.5 There are many different tourist attractions within the plan area, including places like Weymouth Sea Life Centre, Abbotsbury Swannery, the fossil museum in Lyme Regis, the many harbours and beaches, and the historic towns and villages such as Sherborne and Cerne Abbas. The coast and countryside with its landscape and nature designations and extensive public rights of way network are attractions in their own right. Some developments attract huge numbers of visitors annually, appealing to national and international markets. Some, such as arts and cultural tourism, help widen the appeal of the area beyond the traditional tourist season. These types of development will be encouraged and supported.

- 4.5.6 In addition to attractions and facilities, widening the appeal of the plan area beyond the traditional tourist season will also require the provision of appropriate accommodation. However, accommodation is not included in the definition of attractions and facilities, and is dealt with by policies ECON6 and ECON7.
- 4.5.7 Tourism development should be as sustainable as possible in transport terms. Town centres, followed by adjoining sites, are the preferred location for major new attractions compatible with urban areas, as they provide greater opportunity for more people to access these locations other than by car. In turn, the tourist attractions can help to support the economy of the town centres. Outside the towns, the preference is for development to be located within or close to a settlement, as this is likely to provide more local benefits and be more accessible by means other than the car. But some tourist attractions, by their nature, will not lend themselves to a town or village location. Such a choice may be determined by a functional need, such as a visitor centre for a specific site. In considering such proposals, the benefits of the tourism development will be weighed up against any disadvantages arising from its location. In these cases it is recognised that there may be limited opportunities to make the development accessible by sustainable modes of transport or to reduce the number or proportion of visits made by car, and although the transport impacts will be taken into account, access by public transport is unlikely to be a determining factor.
- 4.5.8 The information required in support of applications is likely to vary greatly depending on the nature of the proposal, its scale and location. Proposals for major attractions and attractions located in less accessible locations should normally include information on:
- The nature of the visits expected to the development, how many they will be, how long and when they will occur, what seasonal fluctuation is likely and the extent to which there may be synergy with other activities in the locality;
  - The longer term viability of the enterprise, levels of spend and the amount of money expected to be drawn into the local economy, and likely impact on the vitality and viability of nearby town or local centres.

## **ECON5. TOURISM ATTRACTIONS AND FACILITIES**

- i) Proposals for new, or extensions to, tourism attractions and facilities will be encouraged and supported, particularly where they would:**
- **enhance an existing attraction or facility; or**
  - **provide wider environmental benefits, such as helping maintain an historic building; or**
  - **provide wider community benefits, such as a new recreational facility that will be used by the local community as well as visitors; or**
  - **increase the quality and diversity of the tourism offer in the local area and benefit the local economy.**
- ii) Development should, where possible and practicable, be located within or close to established settlements, or make use of existing or replacement buildings.**
- iii) Major tourism attractions should preferably be located within the towns and will be expected to provide adequate visitor facilities, such as parking and toilets, rather than relying on community facilities in the area.**

4.5.9 The retention of tourism attractions is covered under the general policy on the protection of other employment sites, and as such other alternative employment uses may be permitted. However in some situations a tourist attraction or facility will be of such importance to the economy that it should be retained for tourism uses. Such sites have been identified at Lodmoor and Bowleaze Cove and site specific policies for these have been included within the Weymouth chapter.

### **BUILT TOURIST ACCOMMODATION**

4.5.10 The tourism sector needs good quality built tourist accommodation, to cater for the range of visitors and reflecting their needs, so as to continue to be vibrant and competitive.

#### **BUILT TOURIST ACCOMMODATION**

For purposes of this plan built tourist accommodation refers to permanent tourist accommodation such as hotels, guesthouses, B&Bs and holiday lets (residential homes restricted to holiday use). It excludes more temporary and mobile units such as caravans (even though these may remain in situ for many years) and second homes.

Where built tourist accommodation is permitted in a location where open market housing would normally be refused, the councils will restrict its occupancy to ensure it remains in use as tourist accommodation.

- 4.5.11 The most appropriate locations for large new hotels and guest houses are within the town centres, as tourist attractions are concentrated in these locations and public transport provision is greater. However visitors also come to enjoy the many attractive rural areas and coastline, and smaller-scale serviced accommodation and self-catering accommodation will also be appropriate within other settlements (listed in Section 3.5), for those businesses targeting tourists who are seeking such an experience.
- 4.5.12 Permanent built tourist accommodation is likely to be occupied all year round. If allowed in locations away from existing settlements this could lead to a significant level of development in the open countryside, weakening patterns of sustainable development. There may be cases where built holiday accommodation may be justified in a more rural location, for example through the conversion of existing buildings. In addition to new built development, tourist accommodation from the change of use of existing buildings, in accordance with policy SUS3, will increase the stock and variety of accommodation the area has to offer and can bring back into use buildings that may otherwise be left vacant, help maintain historic buildings and have a positive impact on the surrounding area.
- 4.5.13 It would also be unduly restrictive to limit the development of existing accommodation in the countryside. In order to support existing businesses, the replacement (in accordance with Policy SUS4) and expansion of built tourist accommodation and sites will be allowed where this improves the quality of the accommodation on offer and the appearance of the site, provided that there is no significant harm and development would be consistent with the other policies of this plan.
- 4.5.14 The information required in support of applications is likely to vary greatly depending on the nature of the proposal, its scale and location. Proposals for accommodation in less accessible locations should normally include information on the long term viability of the enterprise, a clear justification of why such a location is needed and the benefits to the local economy. As a town centre use, hotels should also comply with policy ECON4. Where the impact of a new out of centre hotel would undermine the viability and contribution of more central hotels, or prejudice the potential to secure further hotel development on a more central site, development should be refused.
- 4.5.15 Tourist accommodation provides critical support to tourist attractions and facilities and contributes to the economy through its support of retail, food and drink and travel services. It is therefore it is important to ensure that the loss of stock is carefully considered, particularly with regard to the hotels and larger guesthouses in the area (as a guide this means those that have at least 6 guest bedrooms). However it is also important to recognise that changes in the market will mean that some types of built tourist accommodation may become less attractive to visitors, and if the offer cannot be improved, falling profits would result in poorly maintained and ultimately failing accommodation, neither of which is a desirable outcome. As such a flexible approach will be needed in assessing to what extent the loss of such facilities should be resisted. Applicants will be required to demonstrate that real effort has been made to retain the tourist accommodation. Evidence submitted should typically include:

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- Reasons why there is no longer a market for the premises in its tourist function;
- Details of how the property has been marketed, the length of time that the marketing was active and any changes during this period, the asking price, the level of interest generated and any offers received;
- In the case of a reduction in size, the economic impact on the ongoing viability of the business.

## **ECON6. BUILT TOURIST ACCOMMODATION**

### **i) New built tourist accommodation will be supported:**

- **Within an established settlement of more than 200 population;**
- **Through the re-use of an existing building;**
- **Through the replacement, intensification or extension of existing premises where the expansion would improve the quality and appearance of the accommodation and site.**

### **ii) Larger hotel / guesthouse developments should be located within the town centres.**

### **iii) Proposals that would result in the permanent loss or reduction in size of hotels and larger guesthouses will be resisted unless it can be demonstrated that their tourist function is no longer viable and there is no market for the business as a going concern.**

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## CARAVAN AND CAMPING SITES

4.5.16 Caravan and camping sites are key components of the area's stock of self catering tourist accommodation. The councils will support appropriate improvements in the quality of accommodation on offer and proposals that enable existing sites to extend the visitor season.

### **CARAVAN AND CAMPING SITES**

For purposes of this plan caravan and camping sites are those which primarily provide for accommodation in temporary and mobile units such as caravans (static, touring and twin unit), tents or yurts.

Where a site is permitted in a location where open market housing would normally be refused, the councils will restrict its occupancy to ensure it remains in use as tourist accommodation.

4.5.17 Proposals for new caravan and camping sites where possible should be well located in relation to existing facilities. However there will be circumstances where a more flexible approach is appropriate. Some larger sites are relatively self-contained with on-site

facilities, which can also be used by the local community. New sites and facilities may be provided as part of a farm diversification project, provided they are in keeping with the rural character and make an on going contribution to the business that is diversifying. However, sites in more rural locations tend to increase traffic on the nearby rural roads and impact on the general amenity and character of the countryside. Some sites, especially the larger coastal ones, can be visually intrusive in the landscape. In considering proposals for caravan and camping sites in isolated or sensitive locations these impacts must all be taken into account, weighing up the benefits of development against any disadvantages arising from the location.

- 4.5.18 It is unlikely that new sites will be able to be accommodated within the Heritage Coast area without harming the landscape character, so such proposals are only likely to be permitted in very exceptional circumstances.
- 4.5.19 There is some demand from site operators for enhanced facilities, especially on the larger holiday parks, for example to provide better entertainment and indoor facilities on site so as to encourage use through a longer season. By improving facilities in this way, existing sites can attract visitors for a longer part of the year, providing a greater economic benefit to the area. However such improvements often involve a greater amount of built development, the visual impact of which needs to be carefully assessed, particularly in coastal areas and other landscapes with an open character.
- 4.5.20 A site operator may wish to change the use of a site, either wholly or in part, from touring accommodation to static accommodation. This could have a greater impact on the local landscape.
- 4.5.21 Caravans may vary in appearance. Consideration should be given to the materials and colours of development as this can greatly reduce the visual impact. Schemes to replace existing static caravans with alternative mobile units that would improve the appearance or quality of the accommodation will be looked upon favourably.
- 4.5.22 Internal reorganisation to reduce the visual impact of existing sites and improve their attractiveness to visitors will be encouraged. In some cases such improvements can only be achieved by an increase in the overall site area, if existing pitch numbers are not to be reduced. Where such a situation occurs, proposals will be given careful consideration and the increase in site size balanced against any benefits that could be achieved in appearance.

## **ECON7. CARAVAN AND CAMPING SITES**

- i) New caravan and camping sites should be well located in relation to existing facilities or make appropriate provision for facilities on site. Farm diversification projects (for agricultural and other land-based rural businesses) for new caravan and camping sites will be supported, provided they are in keeping with the rural character and the development makes an on going contribution to the business that is diversifying.**
- ii) Proposals for the expansion, intensification or reorganisation of existing sites must clearly demonstrate that development forms part of a long term management plan to improve the quality and appearance of the accommodation and site.**
- iii) All development (including the change of use from touring to static units) must not, individually or cumulatively, have a significant adverse impact on the distinctive characteristics of the areas landscape, heritage or built environment. Proposals in the Heritage Coast are unlikely to be supported.**
- iv) Development proposals must include an appropriate landscape scheme and provision for its ongoing maintenance**

**MONITORING INDICATOR:** planning applications approved in the Heritage Coast for the development of new/extensions to existing caravan and campsites.

## **4.6 FARMING AND THE DIVERSIFICATION OF LAND-BASED RURAL BUSINESSES**

4.6.1 A significant proportion of the plan area is in agricultural use. Farming and other land-based rural businesses have a great influence on the landscape and character of the area, although they now employ a relatively small proportion of the population. It is important to support the farming industry as a vital part of the rural economy, and so that farmers can continue to actively manage the countryside.

4.6.2 Agriculture has undergone significant changes over the last half century. Many modern farming processes are less labour-intensive, reducing employment and resulting in additional redundant buildings (some of which make a significant contribution to local character). In order to ensure the most efficient and effective use of land and premises new development should only be permitted where there are no redundant buildings capable of conversion or replacement. The replacement of a farm building that makes a positive contribution to the local character will be resisted. There may be cases where existing buildings are inefficient or inappropriate for the proposed uses. In these instances new development may be permitted.

- 4.6.3 An increasing number of farmers are seeking to diversify in order to supplement their incomes. Policies in this plan are therefore intended to promote the development and diversification of agricultural and other land-based rural businesses, where this will help support the ongoing good management of the land. Development may be required to be tied by legal agreement to the agricultural unit where it has been provided in a location where it would not ordinarily be permitted. Where a land based rural business is hoping to supplement its income through the conversion of an existing building for tourist accommodation or housing for rent, this will be considered under policy SUS3. Proposals for caravan and campsites will be considered under policy ECON7.

## **ECON8. DIVERSIFICATION OF LAND-BASED RURAL BUSINESSES**

- i) Diversification projects (for agricultural and other land-based rural businesses) for the use of land or buildings for non-agricultural employment purposes will be supported, provided they are in keeping with the rural character and comprise:**
- **The use of land; or**
  - **The re-use or replacement of an existing building or buildings; or**
  - **New ancillary development that relates well to existing development provided that there are no redundant buildings capable of re-use / replacement.**
- ii) The proposed diversification must make an on-going contribution to sustaining the enterprise and may be required to be tied by legal agreement to the business that is diversifying.**

## **NEW AGRICULTURAL BUILDINGS**

- 4.6.4 The councils recognise the need to support modern farming practices. However the trend towards larger agricultural buildings, which have a more industrial appearance, can have a significantly adverse impact on the local landscape character and also result in more traditional farm buildings falling into disrepair. New agricultural buildings can be allowed under 'permitted development rights', but where this is controlled under the planning system applicants will be encouraged to locate development where it would not impact on the openness and attractive character of the countryside, for example by re-using existing buildings or locating new ones close to existing buildings or on areas of existing hard standing. The impact on residential amenity, including that arising from farm traffic movements, will also be a consideration.



## **ECON9. NEW AGRICULTURAL BUILDINGS**

- i) The development of new agricultural buildings, or extension of existing buildings, will be permitted where the development is necessary for the purposes of agriculture on the unit or locally where facilities are to be shared, and there are no existing buildings on the unit which are capable of re-use. The scale, siting, design and external appearance of the buildings should be designed to minimise adverse impact on the landscape character and residential amenity.**

## **EQUESTRIAN DEVELOPMENT**

4.6.5 Riding and horse keeping are popular leisure activities which can be located in and around built up areas but generally require a rural location. Equestrian businesses can contribute to the rural economy, and provide opportunities for farm diversification. Equestrian development can range from field shelters and domestic stables to livery yards, riding schools, stud farms and racing stables and can also include all-weather training areas and gallops. These uses vary in their impact on the surroundings, and in the numbers of people visiting them, and these factors need to be taken into account in assessing proposals. Possible adverse impacts include fragmentation of agricultural land, and harm to the character of the countryside through poor land management or the proliferation of stables and other related equipment.

## **ECON10. EQUESTRIAN DEVELOPMENT**

- i) Equestrian developments, including extensions to existing premises, will be permitted where:**
  - Schemes would not, individually or cumulatively, harm the landscape character or rural amenity of the countryside; and**
  - The scale of development is appropriate to the proposed use and the number of horses to be kept; and**
  - Adequate supervision can be provided without the need for new or additional on-site residential accommodation; and**
  - In the case of substantial built development proposals, a satisfactory independent assessment is submitted regarding the long term economic viability of the enterprise.**
- ii) Development should make use of existing buildings where possible and must otherwise relate well to existing development.**

## **ECON10. EQUESTRIAN DEVELOPMENT (CONTINUED)**

- iii) Proposals to re-use or adapt substantial purpose-built equestrian holdings for non-equestrian uses will only be permitted where it can be demonstrated that continued equestrian use is inappropriate or unviable. Proposed uses must be in accordance with other plan policies.**

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# Housing



## 5 Housing

### 5.1 INTRODUCTION

- 5.1.1 There are a number of important reasons why we need more homes. These include:
- to provide affordable homes both for those in the greatest need and for those that need help getting on to the housing ladder;
  - to keep and attract people of working age with a range of skills in order to sustain economic growth, particularly as there is likely to be a dramatic increase in the population of those aged over 60 in the plan area;
  - to cater for the demand created by the way in which we live our lives which has contributed towards a reduction in household size. For example, the increase in life expectancy of older people, young people leaving their parents' home earlier and an increase in the incidence of marital breakdown;
  - to allow for people moving into the area to live and work, which is likely to continue and would otherwise increase house prices further.
- 5.1.2 At the beginning of the plan period there were 3,000 people on the housing register in West Dorset and 4,600 in Weymouth and Portland. The house price to wage ratio in West Dorset and Weymouth and Portland is significantly higher than national and regional comparisons. The housing implementation strategy for the plan area is set out below:

#### STRATEGIC APPROACH

A continuing supply of housing land is needed to help meet the changing demographic and social needs of the area, and to help reduce the need to travel and promote economic growth and social inclusion. The type, size and mix of housing will be expected to reflect local needs as far as possible and result in balanced communities.

Although the total projected need for affordable housing is not expected to be met in the plan period, opportunities will be taken to secure affordable homes to meet local needs. This will include ensuring all new open market housing sites make a contribution (through providing new affordable homes or, where this is not possible, making a financial contribution) and through a range of flexible policies that encourage affordable housing to come forward where there are suitable opportunities.

### 5.2 AFFORDABLE HOUSING

#### AFFORDABLE HOUSING

Affordable housing must be provided at a cost low enough for local people whose needs are not met by the open market to afford. It should remain at an affordable price (if it is practicable to apply suitable restrictions).

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There are three main types of affordable housing; social rented, affordable rented and intermediate housing. Housing available for social or affordable rent is rented housing normally provided by registered providers and regulated by the Homes and Communities Agency. Intermediate housing can include shared equity products, leasehold shared-ownership schemes and discounted sale (with future sales restricted to the same discount).

Low cost market housing, aimed at first time buyers, is not considered to be affordable housing as it does not remain affordable in the longer term.

## AFFORDABLE HOUSING ON OPEN MARKET HOUSING SITES

- 5.2.1 One way of achieving affordable housing delivery through the planning system is by requiring that a proportion of the net increase in open market housing on a development site is developed as affordable housing instead. There is no evidence to suggest that affordable housing cannot be delivered to some degree on all sizes of development, from one unit upwards. And having a ‘threshold’ under which a contribution need not be made can distort the number of units that would otherwise come forward on a site.
- 5.2.2 On-site provision will always be sought, unless this would not deliver a whole unit, or there is compelling evidence why off-site provision or a financial contribution of equivalent value would be of greater all-round benefit.
- 5.2.3 Setting the level of affordable housing to be delivered on open market housing sites is very much dependent on site viability. Setting the level too high will mean that some sites, particularly brownfield sites (that are likely to have a higher existing use value and may also have clean-up costs), are unlikely to come forward. And setting the level too low will mean that we fail to deliver as much affordable housing as we could. The wider infrastructure needs that are expected to be met by the development, either through planning obligations or the community infrastructure levy, will also have an impact on viability and need to be considered at the same time.
- 5.2.4 A minimum target for affordable housing provision on open market housing sites has been set at the start of the plan period, in what are very challenging economic times. This varies across the plan area, with Portland having a lower target due to the financial viability of development in that area. There will be future opportunities to amend this target if the economic situation changes sufficiently, which should be done alongside the review of the community infrastructure levy, as the two are intrinsically linked to viability. Where applying the target would result in a fraction of an affordable home, a financial contribution will normally be sought for that fraction. The level of financial contribution sought and guidance on how it can be calculated will be published alongside the community infrastructure levy charging schedule.
- 5.2.5 No affordable housing provision will be required from rural workers’ dwellings or homes restricted to holiday use. However, if the restriction is lifted at a later date, a contribution will be required at that time. There may be other instances where certain developments

are not able to make such provision, particularly if the existing land has a significant market value and will not generate many additional units. The councils will have regard to issues such as this when assessing proposals, and in such cases a development appraisal should be submitted by the applicant (where possible, in advance of the planning application), together with full supporting information concerning site constraints, costs (including any abnormal costs) and projected income. The councils will supply the latest version of the viability appraisal toolkit to be used for this purpose.

## TENURE SPLIT, SIZE, TYPE AND MIX

- 5.2.6 The Housing Register and the analysis in the Strategic Housing Market Assessment, indicates that 70% of affordable housing demand is likely to be for social or affordable rents across the plan area. These findings point towards a high level of social or affordable rented housing provision. However intermediate affordable housing enhances mixed communities and assists economic viability.
- 5.2.7 The greatest demand for affordable housing at the beginning of the plan period was for two bedroom homes, with a significant demand for one and three bedroom homes. However larger homes with three or more bedrooms can provide more flexible housing to cater for different needs and the scope for newly forming and growing small families. The size of housing needed will vary locally, and both current needs and flexibility to meet likely future needs will be taken into account in determining the right mix.
- 5.2.8 Disabled people often have particular design requirements over and above those currently required under building regulations. Where there is an identified need for housing with such adaptations, every effort should be made to accommodate this provision. This may be through the inclusion of some housing that can be easily adapted to meet a variety of particular needs.

### **HOUS1. AFFORDABLE HOUSING**

- i) Where open market housing is proposed affordable housing will be sought, unless the proposal is for replacement or subdivision of an existing home. The level of affordable housing required reflects the viability of development land in the local area, and will be:**
- **25% in Portland;**
  - **35% in Weymouth and West Dorset.**
- ii) In most cases, where one or more affordable homes are being provided, these should be provided on the open market site. Financial contributions towards the provision of affordable housing will be required for any shortfall that cannot be delivered on the site.**

## HOUS1. AFFORDABLE HOUSING (CONTINUED)

- iii) Applicants seeking to justify a lower level of affordable housing provision will be expected to provide an assessment of viability. A lower level of provision will only be permitted if there are good reasons to bring the development forward and the assessment shows that it is not economically viable to make the minimum level of provision being sought.
- iv) Within any affordable housing provision, the councils will seek the inclusion of a minimum of 70% social / affordable rent and a maximum of 30% intermediate affordable housing, unless identified local needs indicate that alternative provision would be appropriate.
- v) The type, size and mix of affordable housing will be expected to address the identified and prioritised housing needs of the area and should be proportionate to the scale and mix of market housing, resulting in a balanced community of housing and / or flats that are 'tenure blind'.
- vi) Where there is an identified local need for specially designed affordable housing to cater for disabled people with particular needs, or affordable housing that can be easily adapted to meet a variety of such needs, developments should prioritise provision of this accommodation.

**MONITORING INDICATOR:** number of affordable housing units by size and tenure secured on-site through open market housing development, and the level of financial contribution secured towards delivery of affordable housing. **TARGET:** 25% affordable housing secured in Portland and 35% secured in Weymouth and West Dorset.

**MONITORING INDICATOR:** level of financial contribution secured for the off site delivery of affordable housing.

## AFFORDABLE HOUSING EXCEPTION SITES

- 5.2.9 Another way of providing affordable homes is through 'Exception Sites' which are just for affordable housing on sites that would not be granted planning consent for open market housing. This allows small sites adjoining villages and towns, with relatively low land value, to provide for 100% affordable housing, without a fundamental policy objection. Large sites of 100% affordable housing are more likely to result in an unbalanced community mix, and are therefore not encouraged under this approach.
- 5.2.10 Because this is an exception, it is important that it is in response to a clearly identified need arising from a local community, which cannot otherwise be met. Future occupancy will also



be prioritised for people with a local connection (for example those living or working in the local area, or with close family in that area).

- 5.2.11 Allowing market housing cross-subsidy on exception sites was considered when this plan was prepared. This can be brought forward where the community wants it, through neighbourhood planning, as it would not be contrary to the strategic policies in this plan. And there are communities actively working on such schemes. But it has not been included as a general policy because it would reduce the likelihood of 100% affordable housing sites being delivered (so reducing the potential for affordable housing where there are few developable sites), and it could also result in significant unplanned growth adjoining settlements.

## **HOUS2. AFFORDABLE HOUSING EXCEPTION SITES**

- i) Small scale sites for affordable housing adjoining settlements may be permitted provided that:**
- **the council is satisfied that the proposal is capable of meeting an identified, current, local need within the town, local parish or group of parishes, which cannot otherwise be met;**
  - **the scheme is of a character, scale and design appropriate to the location;**
  - **there are secure arrangements to ensure that the benefits of affordable housing will be enjoyed by subsequent as well as initial occupiers.**

**MONITORING INDICATOR:** the number of affordable housing units completed on exception sites.

## **5.3 OPEN MARKET HOUSING MIX**

- 5.3.1 A variety of housing sizes is necessary to meet the needs of local people and to create more mixed communities. The Strategic Housing Market Assessment indicates a greater need for two and three bedroom homes, however this will vary according to location and will change over the plan period to reflect likely future requirements and demographics.

## **HOUS3. OPEN MARKET HOUSING MIX**

- i) Wherever possible, residential developments should include a mix in the size, type and affordability of dwellings proposed, taking into account the current range of house types and sizes and likely demand in view of the changing demographics in that locality.**

**MONITORING INDICATOR:** the number of homes permitted by size (bedrooms) and type.

## 5.4 DEVELOPMENT OF FLATS, HOSTELS AND HOUSES IN MULTIPLE OCCUPATION

- 5.4.1 The demographic trend towards smaller households means that there is likely to be a continuing market for flats, apartments and similar properties. Well managed hostels and houses in multiple occupation can provide an important role in housing vulnerable groups – for example, providing supported accommodation for homeless young people. These types of accommodation may be provided through new development or the conversion of large residential properties.
- 5.4.2 High density development provides very efficient use of land, but requires careful consideration of the mass, bulk and height of the proposed development and loss of large gardens, character of the local area, potential impact on the amenity of future residents, the management of communal areas and also likely traffic generation, as these factors can make such developments unacceptable.

### **HOUS4. DEVELOPMENT OF FLATS, HOSTELS AND HOUSES IN MULTIPLE OCCUPATION**

#### **i) Proposals for flats, hostels and houses in multiple occupation should:**

- **be compatible with the character of the area;**
- **not result in a cramped form of development;**
- **provide sufficient private amenity space within the site for the likely future occupants, normally comprising at least 10% of the site area for conversions providing 4 or more flats, and 20% of the site area for all new build schemes, unless such provision is undesirable in design terms.**

## 5.5 RESIDENTIAL CARE ACCOMMODATION

- 5.5.1 The increasing number of older people within the plan area is a key issue and accordingly, care accommodation will be vitally important during the plan period. Care accommodation can take a number of different forms. The County Council is moving away from the development of traditional and sometimes institutional models of accommodation and care (e.g. traditional residential care homes), towards the development of more flexible models of accommodation and support that offer vulnerable adults increased opportunities for maintaining independence, choice and control over their lives. Increasingly, support and care is being delivered at home or through ‘Extra Care’ supported accommodation services. ‘Extra Care’ facilities can provide self-contained accommodation grouped on a site providing an extensive range of facilities, over and above those found in ordinary sheltered housing, including provision of meals if required and individual packages of care and support available 24 hours a day. ‘Extra Care’ facilities have dedicated care and support teams, which in most schemes are likely to be based on-site.
- 5.5.2 The strategic vision of the County Council and NHS Dorset is to support the building of Extra Care housing developments together with more intense community based services that can

be delivered to people in their own homes. Where new care accommodation is necessary it is important to locate this type of accommodation in areas that are easily accessible for visitors and staff and also so that residents, where possible, can access community facilities and public transport.

## **HOUS5. RESIDENTIAL CARE ACCOMMODATION**

### **i) Applications for new care accommodation and major extensions to existing care homes should:**

- **Be located within a defined development boundary and at an appropriate scale in relation to the settlement;**
- **Meet with the strategic aims and objectives of Dorset County Council and NHS Dorset including demonstration of need for the service in the locality; and**
- **Provide sufficient private amenity space within the site for the likely future occupants, normally comprising at least 20% of the site area unless such provision is undesirable in design terms.**

## 5.6 SITES FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

- 5.6.1 The Housing Act 2004 requires councils to assess the accommodation needs of gypsies and travellers and to provide accommodation based on the findings of that assessment. Local authorities in Dorset are working together to produce a joint Gypsy and Traveller Development Plan Document, which will identify sites throughout Dorset to meet the needs of these groups.
- 5.6.2 The councils are committed to working in partnership with gypsies and travellers and with their representative groups, and with local residents, to seek solutions to issues concerning gypsy and traveller accommodation. In determining applications, issues of adequate levels of privacy and residential amenity for the occupiers, impact on the amenities of adjacent occupiers, and any detrimental impact upon the natural environment will be taken into account under the relevant policies. Proposals for sites for travelling showpeople will also need to provide adequate space for residential, maintenance and storage uses and be well related to the public highway network to accommodate the safe passage of large vehicles and pedestrians and located so as to minimise the impact of on-site business activities on neighbouring properties.
- 5.6.3 Until such a time as the Gypsy and Traveller DPD is finalised, decisions on gypsy and traveller sites will be determined in accordance with national policy and with reference to policies INT1 and SUS2.

## 5.7 OTHER RESIDENTIAL DEVELOPMENT OUTSIDE DEFINED DEVELOPMENT BOUNDARIES

- 5.7.1 Residential development in the countryside outside defined development boundaries is not generally considered sustainable. Exceptions in relation to affordable housing and sites for gypsies, travellers and travelling showpeople have been outlined above. There will be other circumstances when it makes economic and environmental sense to provide housing in a rural location, for example in the case of the replacement or subdivision of existing buildings. In addition, there will be some cases where the viability of an agricultural, forestry or other enterprise for which a rural location is essential, depends upon a worker being resident on site to oversee the operation of the enterprise. In considering proposals for rural workers' dwellings, the councils will need to establish that the accommodation is essential to the functional requirements of the business. It will also be necessary to establish that the business is financially sustainable in the long term, particularly where the proposal is for a permanent dwelling. The councils will also give consideration to the availability of alternative accommodation on the holding or nearby; and whether a dwelling on the holding has been sold recently on the open market. The size of the proposed dwelling should also be appropriate to the needs of the business and positioned where it will effectively meet the functional needs. A temporary dwelling may be acceptable in the case of new businesses that cannot yet show financial soundness but where it has been established that there is a functional requirement for on-site accommodation.
- 5.7.2 Care has to be taken that the extension or replacement of existing buildings does not simply lead to a significant increase in less affordable, larger dwellings at the expense of cheaper, smaller properties. It is important to ensure that a range of dwelling types and sizes is available in rural areas, and a healthy social mix in the community. The scale and design of extensions and replacements individually, and cumulatively over a period of years, can also have an adverse impact both on the character of individual properties and the surrounding countryside. For these reasons, extensions should be subordinate in scale and proportions to the original dwelling, taking into account the extent to which the dwelling has been previously extended, or could be extended under permitted development rights. For the purposes of this policy 'original' is defined as the building as it was built or as it existed as of the 1st July 1948. The extension, replacement or subdivision of an existing dwelling house is subject to the existing use being lawful. Particularly within the AONB and outside the main settlements, the volume of cumulative extensions to existing dwellings should generally be no greater than 40% of the original dwelling. It should not be assumed that all extensions up to 40% will be acceptable, with the overriding considerations set out in criterion i). It is expected that replacement dwellings will be of a similar size to the original dwelling (within 10% by volume) unless it can be shown that a larger development results in a benefit to the character or appearance of the area. Both figures above take into account any unused permitted development rights, and are not in addition to these.

- 5.7.3 Outside defined development boundaries the subdivision of an existing home may be appropriate, particularly where houses have been joined together in the past to form one dwelling. However, the subdivision of a home would only apply to the house and not ancillary buildings such as garaging and outhouses.
- 5.7.4 There is some demand for new low impact dwellings (LIDs) and self build projects. LIDs make use of renewable natural, local and reclaimed materials in delivering low or zero carbon housing. These LIDs are often designed to be self-sufficient in terms of waste management, energy, water and other needs. Although it is accepted that some elements of this type of dwelling are more sustainable, access to essential services such as school and health services need to be considered. These schemes would be, in principle, acceptable within defined development boundaries. If schemes meet the definition of 'affordable' then there is the possibility of the exception site policy catering for these types of homes in more rural locations and, in addition, if schemes meet the criteria for rural workers' dwellings then there is the potential for this to be allowed.
- 5.7.5 Extensions to existing residential gardens, either in the open countryside or on the outskirts of a settlement, will often involve the change of use from agricultural land. Unfortunately, such changes of use can have a serious negative impact upon the rural character of an area and the visual quality of the landscape, with the establishment of mown lawns, flowerbeds and the introduction of non-indigenous tree and shrub species. This can lead to an urbanisation of the rural area and is often reinforced by the introduction of domestic paraphernalia and structures such as sheds, greenhouses, fences, washing lines, play equipment and summerhouses. Careful consideration needs to be given to the size and shape of the existing plot and how it relates to others in the locality. The relationship of the site to the surrounding field pattern, topography and landscape features will also influence the impact on the wider landscape. In some instances the removal of permitted development rights may be necessary.

#### **HOUS6. OTHER RESIDENTIAL DEVELOPMENT OUTSIDE DEFINED DEVELOPMENT BOUNDARIES**

- i) The extension of an existing lawful dwelling-house located outside the defined development boundaries will be permitted provided that the extension is subordinate in scale and proportions to the original dwelling, and does not harm the character of the locality or its landscape setting.**
- ii) The replacement of an existing lawful dwelling-house located outside the defined development boundaries will be permitted on a one-for-one basis, provided that:**

## **HOUS6. OTHER RESIDENTIAL DEVELOPMENT OUTSIDE DEFINED DEVELOPMENT BOUNDARIES (CONTINUED)**

- the new building can be accommodated within the existing curtilage;
  - the new building is not significantly larger than the original and does not detract from the character and appearance of the locality or its landscape setting.
- iii) The subdivision of an existing home, located outside the defined development boundaries, will be permitted provided that:
- the development can be accommodated within the existing building;
  - the resulting changes are compatible with the character of the area.
- iv) New housing for rural workers (full-time workers in agriculture, horticulture, and other rural businesses), located outside the defined development boundaries, will be permitted provided that it can be demonstrated that there is an essential need for a worker to live at or near their place of work.
- v) Extensions to existing residential gardens will only be permitted where they:
- reflect and/or reinforce existing plot and boundary patterns in the locality;
  - avoid an uncharacteristic urban extension into the open countryside;
  - will not harm visual amenities or the rural character of the area; and
  - include appropriate landscaping proposals



## Community Needs and Infrastructure



## 6 Community Needs and Infrastructure

### 6.1 INTRODUCTION

- 6.1.1 A wide variety of community facilities and services are part of the overall infrastructure needed to support development. These are provided across the plan area by various businesses and other organisations. The provision and location of these can play an important role in encouraging a sense of community in an area, as well as minimising the need to travel by car.
- 6.1.2 As a community grows larger, the infrastructure to support it needs to grow with it. The larger settlements in the plan area are recognised as the shopping, service and employment centres for a much wider rural area as well as their own populations. Smaller scale services and facilities in local neighbourhoods and villages are also vitally important for many residents, and for maintaining a sense of community, though economic changes and increasing car ownership have resulted in the loss of many of these facilities in the last twenty years.

#### COMMUNITY INFRASTRUCTURE

- shops, cafes, restaurants and public houses;
- post offices, banks and building societies;
- education and training facilities, pre-school centres and other children's services;
- doctors' surgeries and dental practices, daycare centres, hospitals and other healthcare/social service facilities;
- community halls/hubs, including places of worship;
- cultural facilities, such as arts centres; libraries and museums;
- sports facilities and open space of public value;
- roads, rail, port facilities and bus services, routes for pedestrians, cyclists and equestrians, including associated infrastructure such as petrol stations and vehicle electric charging points, signage, parking / storage;
- waste management, collection, recycling and disposal services;
- coast protection and flood defence schemes;
- community safety and emergency services (fire, police, ambulance and coastguard);
- community renewable energy / low carbon infrastructure;
- community business support, including appropriate broadband technology / telecommunications.

- 6.1.3 The two councils need to plan for the delivery of infrastructure within their area, which means not only assessing what is needed, but how it is provided, how those facilities are maintained if they are not likely to be self-funding, and what impact any future change or loss of such facilities may have on communities.



## STRATEGIC APPROACH

Community facilities that help promote social interaction as well as minimise the need to travel by car should be provided within local communities. Where possible and practicable (for example on larger developments), new local community facilities will be provided as part of the development, creating attractive and vibrant places to live. Existing local facilities will be protected through a flexible approach which recognises the changing needs in society.

Providing a safe transport route network for all types of travel, and providing choices for “greener” travel options where practicable, are also a key part of the strategy.

Some community facilities or infrastructure play a much wider, strategic role in our communities, such as flood defences, the strategic road and rail network and communications technologies. The Infrastructure Delivery Plan will be used to plan for these, with development contributing towards their delivery through either planning obligations or the Community Infrastructure Levy.

## 6.2 MAKING SURE NEW DEVELOPMENT INCLUDES SUITABLE PROVISION FOR COMMUNITY INFRASTRUCTURE

6.2.1 Where possible and practicable (for example on larger developments), community infrastructure should be provided as part of the development, creating attractive and vibrant places to live. Good planning will make sure that the infrastructure needed is well located and phased to be brought in alongside new development. It will not always be practicable to provide community facilities in every settlement and with every new development.

### PLANNING OBLIGATIONS AND THE COMMUNITY INFRASTRUCTURE LEVY

6.2.2 Planning obligations, also known as section 106 agreements, have played an important role in providing the infrastructure necessary to support new development. The establishment of the Community Infrastructure Levy (CIL) will transform the current method of collecting and distributing developer contributions. CIL will not entirely replace existing planning obligations but the scope of planning obligations can only be related to the direct mitigation of ‘site specifics’ arising from new development to make it acceptable to the planning authority, and there are limits of the pooling of these agreements. The amount of money collected for different uses is set in the charging schedule, which is subject to independent examination before it can be adopted.

6.2.3 The councils will collect funds for infrastructure via CIL, planning obligations or a combination of the two, depending on the nature of development. On larger more complex strategic allocations, some forms of infrastructure will need to be provided as part of the development. Infrastructure requirements for the following complex strategic sites will be secured through a planning obligation requiring the developer to enter into a section 106 agreement and as such are proposed to be excluded from a CIL charge:

- Littlemoor Urban Extension;

- Chickerell Urban Extension;
- Land at Crossways;
- Land at Vearse Farm, Bridport;
- Markham & Little Francis, Weymouth.

6.2.4 Further details of the infrastructure requirements for each strategic allocation can be found in the Infrastructure Delivery Plan. The same approach may need to be applied to other large-scale, complex developments which come forward through the planning system. Infrastructure for smaller, less complex development sites will normally be met through the use of the Community Infrastructure Levy. The councils' Regulation 123 list of strategic infrastructure sets out which projects are intended to be funded via CIL. Section 106 agreements cannot be sought to fund the items of infrastructure where the development is also contributing to their delivery through CIL. The councils will ensure that development proposals do not pay twice for the same item of infrastructure.

6.2.5 The following table provides guidance on the level of provision of some of the key community infrastructure that is generally expected across the plan area. On-site provision is likely to be sought for housing developments of 200 or more units or where the site area is 4 hectares or more, and may be triggered at a lower threshold of 50 or more units, for example in relation to young people's play areas, if the standard would not otherwise be achieved in that locality. Otherwise a financial contribution will be collected.

Table 6.1: Guidance on expected standards of community infrastructure provision

TYPE	MAIN TOWNS (2,500+ POPULATION)	LARGE VILLAGES (500+ POPULATION)
Parks, gardens and recreation grounds	All areas within 600m of a local park or 1,200m of large park.	
Outdoor sports provision	Provision for football, cricket, rugby, hockey, bowling and tennis within 2km of the town centre, sufficient to demonstrate a minimum of 2ha hectares per 1,000 population or that local teams are able to play at relevant times.	Provision of adult and junior pitches and tennis court / MUGA within 2km of the neighbourhood centre.
Community venue / Indoor sports halls	Community venue/s accessible to all, of a good standard, able to accommodate arts performances, indoor sports and local meetings, and in 600m walking distance of most of the population.	
Leisure centres	Indoor leisure centre with multi-purpose sports hall within 15 minutes drive time of most of the population.	n/a

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TYPE	MAIN TOWNS (2,500+ POPULATION)	LARGE VILLAGES (500+ POPULATION)
Swimming pools	Swimming pool within 15 minutes drive time of most of the population.	n/a
Young people's play areas	At least one Neighbourhood Equipped Area for Play (NEAP) and facilities for teenagers, such as a skate park and Multi Use Games Area (MUGA), within 1km of the centre.  A Local Equipped Area for Play (LEAP) within 600m walking distance of the remaining areas.	At least one Local Equipped Area for Play within 400m walking distance from the centre.
Allotments and community gardens	Sufficient provision of sites to meet minimum standard of 0.20 hectares per 1,000 population (or higher where there are waiting lists), located within 1km walking distance of most people's homes.	
Natural and semi natural greenspace	One 20ha natural greenspace within 2km of the town.  A natural greenspace of at least 2ha in size within 1km walking distance of most people's homes.	A natural greenspace of at least 2ha in size within 1km of the area.

6.2.6 When negotiated through section 106 agreements, the councils will ensure that the level of contributions towards community infrastructure is well related in scale and kind to the proposed development. As such, contributions may be reduced where there is strong evidence that the need is reduced, for example in terms of care homes and one-bedroom homes. Future maintenance needs will also be considered, particularly if the facilities are predominantly for the benefit of the users associated with the development. Guidance on how, when and what planning obligations will be sought will be provided for those sites that will fall outside the Community Infrastructure Levy.

**COM1. MAKING SURE NEW DEVELOPMENT MAKES SUITABLE PROVISION FOR COMMUNITY INFRASTRUCTURE**

- i) Where new development will generate a need for new or improved community infrastructure, and this need is not met through the Community Infrastructure Levy, suitable provision should be made on-site in larger developments or, if not practicable to do so, by means of a financial contribution. The provision should be appropriate to the scale and needs of the development having regard to:**
- existing facilities in the area, including the quantity and quality of provision;
  - the economic viability and the need for the development;
  - the ongoing maintenance requirements.
- ii) Community infrastructure will be phased to come forward in advance of, or at the same time as the development when negotiated through planning obligations. When delivered through the Community Infrastructure Levy, such provision will be expected to take place as soon as reasonably practicable after the funds are collected.**
- iii) Contributions will not be sought from new community facilities or affordable housing, with the exception of site-specific measures necessary to make that development acceptable.**

**INFRASTRUCTURE DELIVERY PLAN**

6.2.7 An Infrastructure Delivery Plan provides an overview of the range of infrastructure projects required to support the growth in the Local Plan. It is a 'live' document, and will be updated and reviewed when required to keep track of infrastructure delivery during the plan period. The Infrastructure Delivery Plan:

- identifies the infrastructure and services required to support the growth targets set out in the Local Plan;
- identifies the costs and likely means of funding, including that required through public finance and developer contributions sources, any funding secured, funding gaps and the delivery agencies;
- provides an evidence base for the direction of the Community Infrastructure Levy to help finance the critical infrastructure to support growth.

6.2.8 Key infrastructure requirements are listed in the Infrastructure Delivery Plan. These include coast protection and flood risk management, transport and public realm improvements (including road safety schemes, footways and cycle routes, and public transport), education, green infrastructure and recreational facilities. Table 6.2 lists some of the major

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infrastructure schemes whose costs are likely to have a significant bearing on the amount of levy sought from new development and how it is distributed.

Table 6.2: Summary of the key infrastructure projects

KEY INFRASTRUCTURE PROJECT	SOURCES OF FUNDING	ESTIMATED COST	NON-SITE SPECIFIC FUNDED
<b>WEYMOUTH TOWN CENTRE FLOOD DEFENCE SCHEME</b>	Central Government/ developer contributions	£66 million	Yes
<b>LYME REGIS COASTAL PROTECTION SCHEME</b>	DEFRA / West Dorset District Council / developer contributions	£4.0 million	Yes
<b>DORCHESTER TRANSPORT AND ENVIRONMENTAL IMPROVEMENT PLAN (DTEP)</b>	Dorset County Council/ West Dorset District Council / developer contributions	£4.5 million	Yes
<b>WEYMOUTH HARBOUR WALLS REPAIR</b>		£3.6 million	

6.2.9 The Community Infrastructure Levy will also be used to provide necessary mitigation for development that would otherwise cause cumulative harm to the integrity of one or more European nature conservation sites.

## 6.3 LOCAL COMMUNITY BUILDINGS AND STRUCTURES

### LOCAL COMMUNITY BUILDINGS AND STRUCTURES

- local neighbourhood shops;
- post offices;
- banks and building societies;
- cafes, restaurants and public houses – especially where there are only one or two locally;
- petrol stations;
- education and training facilities, pre-school centres and other children’s services;
- doctors’ surgeries and dental practices, daycare centres, hospitals and other healthcare/social service facilities;
- meeting places such as community halls and places of worship;
- cultural facilities, such as arts centres, theatres, libraries and museums.

*Sports facilities and open space are covered separately.*

## NEW LOCAL COMMUNITY BUILDINGS AND STRUCTURES

- 6.3.1 The provision of community facilities is important for the social wellbeing of the community. The need for additional facilities is likely to arise through the plan period due to growth in homes and employment. Local shops, facilities and services should be able to develop and modernise for the benefit of that community.
- 6.3.2 Such facilities will be directed towards the town or local centres, depending on their scale and the area served. Development in open countryside will require special justification, and may be considered favourably if part of a farm diversification project.

### **COM2. NEW OR IMPROVED LOCAL COMMUNITY BUILDINGS AND STRUCTURES**

- i) Proposals for new, replaced or improved local community buildings or structures will be permitted providing the proposal is within or adjoining an existing settlement, or where it involves the re-use of rural buildings, provided that:**
- **The proposal would be well-located to be accessible to its main catchment population and would not generate significant additional single purpose trips by private transport; and**
  - **The proposal would not undermine the commercial viability of nearby community facilities which may be better placed to service the needs of the surrounding community.**
- ii) Regard will be had to the desirability of concentrating new community buildings and structures in settlements, especially where new housing development is permitted, and also ensuring that, where practicable, the design allows for a range of current and future uses.**

**MONITORING INDICATOR:** number of new community facilities available within the plan area.

## THE RETENTION OF EXISTING LOCAL COMMUNITY BUILDINGS AND STRUCTURES

- 6.3.3 The loss of valued local community facilities and services can significantly reduce a community's ability to meet its day to day needs and will also have an adverse impact on the social interaction and wellbeing of that community.
- 6.3.4 Proposals which would result in the loss of a community facility must demonstrate that efforts have been made to retain the facility and that opportunities for conversion to alternative community uses have been explored. Evidence submitted should typically include:
- Details of how the property has been marketed, the length of time that the marketing was active and any changes during this period, and the asking price;

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- Details of the level of interest generated and any offers received;
  - What consultation there had been with local community groups / service providers on possible alternative community uses.
- 6.3.5 In considering proposals that would result in the loss of local community facilities, the councils will take into account what other facilities and services are available locally, and whether there are proposals to consolidate that service into a community facility hub.
- 6.3.6 Where proposals relate to the conversion of shops or other bespoke premises, the retention of elements which would allow a range of future uses, such as shop front features and separate upper floor access, should be considered where practicable.

## **COM3. THE RETENTION OF LOCAL COMMUNITY BUILDINGS AND STRUCTURES**

- i) Planning permission for proposals, including change of use, which result in the loss of local community buildings or structures (including sites which were most recently used for this purpose where the use has ceased or the building has been demolished), will not be permitted unless:**
- **it can be demonstrated that there is no local need for the facility or that such a facility is no longer likely to be viable; and**
  - **an appropriate alternative community use to meet local needs is not needed or likely to be viable.**

**MONITORING INDICATOR:** number of approved applications for change of use from shops, garages, public houses and community buildings to other non-community uses. **TARGET:** no net loss

## **NEW AND IMPROVED PUBLIC OPEN SPACE AND LOCAL RECREATIONAL FACILITIES**

- 6.3.7 The provision of open space, sport and recreation facilities not only promotes healthier lifestyles, but can help create better communities by providing opportunities for people to meet and interact.
- 6.3.8 These facilities range from small play areas and recreation grounds to large complexes such as those found at the Terrace Playing Fields south of Sherborne, Dorchester Football Club, the Redlands Community Sports Hub at Wey Valley in Weymouth and the Weymouth Football Stadium between Weymouth and Chickerell.

## **OPEN SPACE, SPORT AND RECREATION FACILITIES**

All sport / recreational facilities and open spaces of public value. This includes:

- Parks, gardens and recreational grounds;
- Civic areas;
- Cemeteries;
- Young peoples' play areas;
- Allotments and community orchards;
- Outdoor sports pitches / grounds (including school playing fields);
- Amenity open space;
- Natural or semi-natural greenspaces / corridors to which the public have open access;
- Sports and leisure centres.

- 6.3.9 The responsibility for public open space and sports provision differs across the plan area. In West Dorset the responsibility is shared by the district and local town or parish council. The town or parish council for each area is normally responsible for playing fields, parks and allotments, and they have the ability to raise money for sport through their local precept. In Weymouth and Portland, the Borough Council has responsibility for open space and sports provision. Some sports centres, playing fields and swimming pools are provided in schools (some are made available for wider community use), operated privately as a commercial business or through community trusts, but they still play a vital role in sport and recreation provision.
- 6.3.10 The need for additional recreation facilities is likely to arise through the plan period due to growth in homes and employment. The use and upkeep of some of these facilities, such as sports pitches and harbours, can also lead to a demand for associated buildings and structures, including car parking and maintenance facilities.
- 6.3.11 Where it is practicable, the councils will encourage these facilities to provide multiple benefits, to make the most efficient use of the land. For example, open spaces can perform a number of functions (recreational, amenity, wildlife, flood mitigation, food production), and sports centres can be made available for local arts performances or community groups meetings. The provision of new facilities should normally be focused in places where they are most accessible to the population they serve. However some may be dependent on specific factors (such as access to water or the countryside). Development away from settlements will require special justification and may be considered favourably if part of a farm diversification project.
- 6.3.12 New homes are occupied by people who are likely to use public open space and sports facilities from time to time. The requirement to provide new or improved recreational facilities will apply to most new homes. This will be delivered through Policy COM1.



## **COM4. NEW OR IMPROVED LOCAL RECREATIONAL FACILITIES**

- i) Proposals for new or improved open space or recreation facilities will be permitted provided that:**
- **The proposal would be well-located to be accessible to its main catchment population and would not generate significant single purpose trips by private car; and**
  - **The proposal would not undermine the commercial viability of nearby community facilities which may be better placed to service the needs of the surrounding community.**
- ii) Proposals for recreational facilities away from settlements in the coast or countryside will only be permitted if they require a coastal or countryside location and their scale is in keeping with the surrounding environment. Such proposals must not be intrusive in the landscape or cause unacceptable impacts to local amenity or through increased vehicle movements.**
- iii) Proposals to enhance water sports or marine based recreational provision will be permitted, subject to the protection of any land and maritime nature conservation in the area and potential impact on the existing use of the recreation facility.**

## **THE RETENTION OF OPEN SPACE AND RECREATIONAL FACILITIES**

- 6.3.13 Some development on open spaces, such as buildings for changing facilities and clubhouses, may improve the recreational and amenity value of that open space. However proposals that will result in the loss of facilities will normally be resisted. This is because of the value and availability of land in accessible locations in built up areas, which means that open space and facilities can be extremely difficult to replace. For this reason, such facilities should normally be retained, and consideration also given to re-using them to meet other needs for recreation in the wider community.
- 6.3.14 There will be certain circumstances where the retention of such facilities is not the best option. The ongoing viability of a recreational use and changes in types of recreational needs in an area are also important considerations.
- 6.3.15 Marine-based recreational facilities are given the strongest protection due to the limited opportunities for alternative facilities along the coast.
- 6.3.16 Some areas of local green space may also be protected due to their contribution towards a wider green infrastructure network, as outlined in Policy ENV3.

**COM5. THE RETENTION OF OPEN SPACE AND RECREATIONAL FACILITIES**

- i) Development on, or change of use of open spaces of public value and recreational facilities (including school playing fields) will not be permitted unless:**
- The development proposed is ancillary to the use of the site and the proposal will either support or improve the recreational and amenity value of the site or does not adversely affect the number, size or quality of playing pitches or their use; or
  - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the open spaces and recreational facilities (including school playing fields); or
  - Alternative and/or suitable replacement outdoor or indoor provision of equal or better recreational quality or value is provided in a location which is suitable to meet any deficiency in provision, and/or better placed and accessible to the surrounding community it serves, and there is a clear community benefit; or
  - It can be demonstrated that the open space, buildings or land are surplus to requirements and there is no need for alternative open space of public value or recreational uses which could reasonably take place at the site.
- ii) Existing marine based recreational facilities should be retained.**

**MONITORING INDICATOR:** number of approved applications for the development or change of use of open space, including playing fields, recreational areas and allotments.

**6.4 EDUCATION AND TRAINING FACILITIES****EDUCATION AND TRAINING FACILITIES**

For the purpose of this plan, education and training facilities includes pre-school nursery provision, schools and colleges of further education (whether provided by the local education authority or independently), work-based learning and skills training and adult and community learning centres. It may also include cultural learning that can be provided through arts centres, visitor centres, libraries and museums.

Within the plan area, Dorset County Council is the local education authority and therefore the key agency responsible for delivering education.

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- 6.4.1 Good education and training facilities are key to making sure that our local workforce has appropriate skills and training, and that young families want to live in the area. Schools and colleges also play a key role in bringing the community together and providing facilities that the local community can use. It is important that there is adequate provision for pupils reasonably close or accessible to where they live.
- 6.4.2 The library service provides good access to reading and learning opportunities. Although there is a good network of county and community-supported libraries, most premises within the area fall below the national space standard.
- 6.4.3 Arts centres, museums and visitor centres are at the heart of communities if they capture local experience and history, fostering shared community identity and understanding. They also have a role in supporting local tourism.
- 6.4.4 Where new homes are built, any additional demand for education and training will need to be catered for through the expansion of existing education provision. In some cases this may trigger the need for substantial changes in how the service is provided. New homes will be expected to contribute towards enhancing education facilities where these are insufficient to support the development. This may include contributions or the allocation of land (or both) to enable facilities to be built or extended.

## **COM6. THE PROVISION OF EDUCATION AND TRAINING FACILITIES**

### **i) Proposals for the provision of new/replacement facilities or the expansion of existing education and training facilities will be supported, provided that:**

- **The location is well linked in terms of accessibility to the local catchment (taking into account how this may change through the development of strategic housing sites); and**
- **Any loss of facilities consequential to the development is re-provided to the same or higher standard.**

## **6.5 LOCAL TRANSPORT NEEDS**


- 6.5.1 People depend on local transport to get to work, to school, to the hospital, shops and other places. Businesses rely on efficient access to suppliers, markets and their potential workforce. However the noise, pollution and other consequences of transport can have serious impacts on people's health and the local environment. The challenge of providing an effective and efficient transport system that does not have these adverse impacts is at the heart of good planning.
- 6.5.2 An effective transport system is one that gives people a choice about how they travel, and options that can reduce journeys by car. It is also needs to be safe.
- 6.5.3 Proposals for future road improvements across the plan area are set out in the Bournemouth, Poole and Dorset Local Transport Plan 3 (LTP3). This sets out the objectives,

policies and targets for improving transport for the next 15 years. It covers all modes of transport, and the relationships between transport and wider policy issues such as the economy, environment, health and social inclusion.

- 6.5.4 A reduction in funding sources, particularly for capital (infrastructure type) schemes, means the Local Transport Plan identifies little in the way of major road improvements during its plan period to 2026. Should the need for new roads arise in the last phase of this plan (2026 to 2031) the route(s) will need to be determined. Instead, it recognises the importance of maximising the benefits from existing investment, increasing public transport orientated development, mixed-use development, development located to achieve the full utilisation of the highway network and travel planning. West Dorset District Council and Weymouth & Portland Borough Council have a strong working relationship with Dorset County Council as the Highways Authority. The councils will continue to work together in order to develop and deliver the transport proposals and schemes in the plan.

## CREATING SAFE ENVIRONMENTS

- 6.5.5 New development should not create significant highway safety problems. Local road layouts should therefore be designed carefully to discourage through traffic, reduce vehicle flows and restrain vehicle speed. Proposals for accesses and roads serving new development should be designed to be visually attractive, to meet the requirements of all road users, and minimise vehicle speed and the risk of accidents, particularly to pedestrians, cyclists and equestrians. The following road-user hierarchy is reflective of the road users commonly found in the plan area. This hierarchy should be applied where appropriate.

Consider FIRST	Pedestrians
	Cyclists
	Equestrians
	Public transport users
	Specialist service vehicles – eg emergency services, waste etc
Consider LAST	Other motor traffic

- 6.5.6 In assessing development proposals, the councils will consider whether opportunities for more sustainable travel modes have been taken up, taking into account the nature and location of the site. Developers will be encouraged to work with public transport providers to develop viable solutions to support sustainable travel patterns (see also Policy ENV11). The needs of people with disabilities will also be carefully considered.
- 6.5.7 While the Local Plan generally seeks to concentrate development in areas which are most accessible, it is recognised that some growth will continue in rural areas. In considering such proposals, the benefits of development will be weighed up against any disadvantages arising from its location. Proposals which are likely to generate a significant amount of movement should be located where the need to travel will be minimised. A Transport

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Assessment setting out the transport issues relating to a proposed development should be provided in accordance with the requirements of the Local Highway Authority published thresholds. The need to prepare a travel plan will often be the outcome of these assessments, particularly where proposals involve a large number of people and trips often made by car. Travel Plans can also be used to bring about more sustainable travel patterns and reduce single occupancy car use. The Local Highway Authority provides guidance for Travel Plans and when these should be required.

## STRATEGIC ROAD ACCESS

6.5.8 Nearly all journeys made in Dorset require the use of the highway network, whether by car, lorry, bus, bicycle, horse or on foot. It is therefore essential that the overall highway network is managed in an efficient and effective manner and does not have an adverse impact on local communities.

## PUBLIC RIGHTS OF WAY NETWORK

6.5.9 Walking, cycling and horse riding have a valuable role in recreational and leisure trips, and in meeting local access needs. Existing strategic routes exist within the plan area including parts of the National Cycling Network (NCN). There is considerable potential to make horse riding, cycling and walking more attractive alternatives for short journeys, providing a healthy alternative option to the car. Such routes can also provide wildlife corridors and form part of a green infrastructure network.

6.5.10 There are opportunities to improve route connectivity, particularly in Dorchester, Weymouth, Portland and out into the wider countryside, to bring about a comprehensive public rights of way route network, providing safe routes for regular and leisure trips. For example there is a lack of bridleways on Portland, and multi-user routes in West Dorset. Where possible, we need to provide multi-user routes (those that can be used by walkers, cyclists and equestrians) and better integrate paths with the wider highway network and also with public transport and parking facilities. These opportunities will be explored with Dorset County Council as the local Highway Authority.

### **COM7. CREATING A SAFE AND EFFICIENT TRANSPORT NETWORK**

- i) Development that generates significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes including public transport, walking and cycling can be maximised.**
- ii) Development should be located where the volume of traffic likely to be generated can be accommodated on the local highway network without exacerbating community severance.**
- iii) Development will not be permitted where the residual cumulative impacts on the efficiency of the transport network are likely to be severe.**

**COM7. CREATING A SAFE AND EFFICIENT TRANSPORT NETWORK (CONTINUED)**

- iv) Development will not be permitted unless it can be demonstrated that it would not have a severe detrimental effect on road safety, or measures can be introduced to reasonably mitigate potentially dangerous conditions.**
- v) The delivery of a strategic cycle network and improvements to the public rights of way network will be supported. Development should not result in the severance or degradation of existing or proposed routes. Where development degrades the attractiveness of a route, compensatory enhancements will be sought such that there is a net improvement to the public right of way network. Where development proposals provide the opportunity to significantly improve links within the public rights of way network, an appropriate link through the development will be required.**

**IMPROVING TRANSPORT INTERCHANGES**

- 6.5.11 A lack of quality interchange facilities presents a barrier to using public transport. Existing interchanges exist within the main towns of Dorchester, Weymouth and Bridport and will be safeguarded. There is also the potential to bring about substantial improvements to both services and connectivity, such as by improving connections between the main pedestrian and bus networks in town centres, and making them more welcoming to visitors. Development proposals that involve the improvement of the public realm in these areas will be encouraged and supported.
- 6.5.12 The continued contraction of rural (and some suburban) commercial bus services, coupled with increasing financial constraints, means that alternative, innovative and flexible solutions must be sought to maintain and where possible improve levels of accessibility. In such places, a Community Travel Exchange may provide the best solution to deliver mobile services (such as mobile banking and libraries) and co-ordinate outbound travel (for example through demand responsive transport, car clubs, and car sharing). This approach would mean communities having more responsibility in transport initiatives, with appropriate support from the public, private, community and voluntary sectors, and should also bring economic benefits for local businesses. A typical exchange facility could utilise an existing community hall. The councils will encourage schemes that incorporate facilities for charging plug-in and other ultra-low emission vehicles.

## **COM8. TRANSPORT INTERCHANGES AND COMMUNITY TRAVEL EXCHANGES**

- i) Proposals which involve the improvement of the public realm around public transport interchanges will be encouraged and supported as long as there is no detriment to the function of the interchange.**
- ii) Proposals for community travel exchanges in urban and rural areas will be supported, provided that:**
  - it can provide safe access to the public right of way network, cycle network and highway network and can accommodate and provide safe access and egress for large vehicles;**
  - it has space to accommodate sufficient car and cycle parking; and**
  - it will support existing community facilities located in the local area.**

## **PARKING PROVISION**

- 6.5.13 The lack of, or poor planning of parking provision can have a negative impact on the public realm and highway functions. Over-provision and poor management can lead to the inefficient use of land. Under-provision can lead to congestion and clutter on the roads and related access problems.
- 6.5.14 The Bournemouth, Poole & Dorset Residential Car Parking Study provides evidence on the optimum number of parking spaces needed for new residential developments, specific to their location. Parking standards for non-residential development have also been established to meet the likely and operational requirements of various establishments and business uses, and should be used as an initial, pragmatic guide, with the final level agreed through joint discussions between the Council, local Highway Authority and the applicant. Both standards can be viewed on the Councils' website or at the council offices. Provision for cycle parking also needs to be considered to ensure that this remains an attractive and convenient mode of transport. Advice and guidance on motor cycle parking provision is available in sections 8.2 and 8.4 of Manual for Streets, March 2007.

**COM9. PARKING STANDARDS IN NEW DEVELOPMENT**

- i) Parking should be provided in association with new residential development. The amount of car parking to be provided will be assessed under the methodology set out in the Bournemouth, Poole & Dorset Residential Car Parking Study (or its replacement), taking account of the following factors:**
- Levels of local accessibility;
  - Historic and forecast car ownership levels;
  - The size, type, tenure and location of the dwellings;
  - The appropriate mix of parking types (e.g. unallocated, on-street, visitor etc).
- ii) Cycle parking facilities should be provided where suitable private storage is not provided, at a ratio of one cycle space per 2 dwelling units.**
- iii) Parking standards for non-residential development should be agreed through joint discussions between the local Highway Authority and the Local Planning Authority in accordance with published local parking guidelines.**

**6.6 UTILITIES**

- 6.6.1 In planning for the area, both councils will work with utility service providers to assess the quality and capacity of energy supplies, water supplies, telecommunications, drainage, sewerage, and sewage treatment provision, and their ability to meet forecast demands. Where adequate capacity is not available within existing systems, assurances will be required that the necessary infrastructure will be provided.

**TELECOMMUNICATIONS AND RADIO MASTS**

- 6.6.2 Modern telecommunications are an essential and beneficial element in the life of the local community and the national economy. New technology has spread rapidly to meet the growing demand for better communications at work and at home. Within the plan area, there are currently a number of sites that accommodate transmitters, masts and antennas.
- 6.6.3 Public interest and anxiety over telecommunications has made it a contentious planning issue. Operators of communication technology have a duty to abide by codes and regulations in terms of public health. Where telecommunications development is proposed, the following information will normally be sought:
- a statement that self-certifies that the cumulative exposure, when operational, will not exceed International Commission on Non-Ionizing Radiation Protection guidelines;



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- the outcome of any consultations with organisations with an interest in the proposed development, in particular with the relevant body where a mast is to be installed near a school or college.
- 6.6.4 Proposals which involve the installation of additional equipment to an existing mast or tower will need to consider the cumulative impact upon the width and height of the existing structure. Existing masts, buildings and other structures should normally be used, unless the need for a new site has been justified, or the impact of the additional equipment leads to unacceptable visual harm. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate and removed when no longer required.

## BROADBAND

- 6.6.5 The provision of broadband and electronic communications in some villages and rural areas remains very poor, particularly in terms of capacity and coverage. However one of the government's top priorities is to stimulate private sector investment to deliver the best superfast broadband network in Europe. Monies have been allocated by government to support broadband provision in Dorset. The first priority is to improve broadband connectivity and speeds for businesses, particularly those in rural areas. The ultimate goal is to achieve 100% superfast broadband coverage at speeds in excess of 30 megabits per second for all premises in Dorset.

### **COM10. THE PROVISION OF UTILITIES SERVICE INFRASTRUCTURE**

- i) Development will not be permitted where the problems associated with the lack of necessary utilities service infrastructure, including energy supplies, drainage, sewerage, sewage treatment and water supply, cannot be overcome.**
- ii) Proposals for the development of telecommunications or radio equipment will be permitted provided that:**
  - **the development will not be unduly detrimental to the appearance of the locality, particularly in sensitive areas of landscape, nature conservation or townscape importance; and**
  - **the applicant has demonstrated that there is a need for the technology and that all technically feasible alternatives have been explored and that the application proposal results in the least visual harm.**
- iii) The provision of infrastructure to support superfast broadband technology will be a requirement on all new site specific allocations and on all other housing development of 50 or more units and on commercial premises where the site area is 0.5 hectares or more.**

## LOW CARBON, DECENTRALISED AND RENEWABLE ENERGY SCHEMES

- 6.6.6 The two councils fully support the need to generate more than 15% of all energy demand from renewable energy sources by 2020 to meet the national target. In practice, much of this will be from national renewable energy projects such as the offshore wind programme. Locally generated renewable energy projects will need to generate 7.5% of all energy demand, which in combination with the national scale projects across the country will meet the national target. It is therefore important that the opportunities are taken for generating renewable energy and low-carbon energy from new development, for example by co-locating potential heat customers and suppliers, wherever this would be acceptable, and supporting community led initiatives.
- 6.6.7 There is considerable potential to generate renewable energy from within the plan area due to the wealth of accessible renewable energy resources, but to generate 7.5% of all energy demand will require some larger scale renewable energy projects being built in the area. The high quality environment of the plan area is a major asset and presents challenges in ensuring that renewable energy systems are carefully planned. Their individual or cumulative impact on the local environment, including the impact on the landscape character and rural amenity of the countryside or resident population will need to be considered, particularly in areas sensitive to change. The potential impacts of any large scale project means that an Environmental Impact Assessment (EIA) covering these specific points is likely to be required. Smaller-scale renewable energy proposals across the plan area are likely to be easier to integrate with the highly valued natural and built environment and will make an important contribution towards the target for installed capacity. There may be the potential for the growth of energy crops and the use of agricultural or forestry residues for biomass boilers or for neighbourhood-scale decentralised renewable or low-carbon energy sources, such as combined heat and power schemes. There are also potential opportunities for new developments to fund investments in renewable schemes through off-site “allowable solutions” which will help compensate for carbon emission reductions that are difficult to achieve on-site.
- 6.6.8 Policy COM11 relates to all forms of renewable energy development, other than wind energy development. Until such time as the Local Plan is reviewed, proposals for wind energy development will be considered against national policy and guidance.

## **COM11. RENEWABLE ENERGY DEVELOPMENT**

**i) Proposals for generating heat or electricity from renewable energy sources (other than wind energy) will be allowed wherever possible providing that the benefits of the development, such as the contribution towards renewable energy targets, significantly outweigh any harm. In addition, permission will only be granted provided:**

- any adverse impacts on the local landscape, townscape or areas of historical interest can be satisfactorily assimilated;
- the proposal minimises harm to residential amenity by virtue of noise, vibration, overshadowing, flicker, or other detrimental emissions, during construction, its operation and decommissioning;
- adverse impacts upon designated wildlife sites, nature conservation interests, and biodiversity are satisfactorily mitigated.

**MONITORING INDICATOR:** annual energy generation by installed capacity and type. **TARGET:** net increase in installed capacity by type.



# Weymouth



## 7 Weymouth

### 7.1 INTRODUCTION

- 7.1.1 Weymouth is the largest town in the plan area. It is also a nationally important tourist and recreation destination attracting half a million staying visitors a year, as well as having a significant commercial and employment base.
- 7.1.2 The borough has an exceptionally high quality landscape, seascape and built heritage, which makes it an extremely attractive place to live and work. However it also contains areas of multiple deprivation with some areas within the top 10% of deprived areas in the country. It also has an economy too reliant on low paid service jobs and faces difficult challenges due to potential sea level rise and extreme weather events.
- 7.1.3 The town centre is the retail, commercial, and tourist heart of Weymouth, including a ferry terminal and fishing wharfs. In order to continue the town centre's important economic function for the area, issues of flooding and regeneration need to be addressed.
- 7.1.4 The area's development has been strongly influenced by its peninsular location and topography. Consequently it has a close relationship with the sea, river valleys, escarpments and ridges. The areas surrounding the town centre are not continuously built up but are dissected by open spaces and landscape features, including large wetland nature reserves extending into the urban fabric. Much of the surrounding countryside is within the Dorset Area of Outstanding Natural Beauty and other parts of the borough include other national and international designations, which protect the environment but also restrict the amount of land available for future development. The high quality of life is a major attraction for people moving to the area, particularly to retire, and this ageing population places demands on health, housing and support services.
- 7.1.5 The administrative boundaries do not reflect the economic catchment and functionality of the borough. Much of the employment provision is in the adjoining settlement of Chickerell in West Dorset (the Granby and Lynch Lane Industrial Estates), and in Dorchester. As a result there is a high level of out-commuting.

### 7.2 VISION FOR WEYMOUTH

- 7.2.1 In 2031 Weymouth will:
- Have a regenerated town centre and seafront with improved flood defences, a mix of uses to make it more interesting and viable, and accessible and attractive public spaces. It will be a vibrant place, appealing to a range of different people during the day and after dark;
  - Have a strong, diversified economy building on its advantages in advanced engineering, tourism and leisure, offering a range and choice of well paid jobs for its residents. Housing and employment premises will be built to support this growth and provide a better balance to reduce the amount of outward commuting;

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- Have kept and enhanced its outstanding built and natural environment. There will be better access to a network of green spaces of wildlife, landscape and amenity value;
- Be a place that local residents can be proud of, where they feel safe and secure both day and night, and where people of all ages will get involved in their local communities.

## MAIN DEVELOPMENT OPPORTUNITIES

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7.2.2 The tight administrative boundaries and environmental constraints mean that the supply of housing and employment land in Weymouth is limited. There are a number of development opportunities both within and on the edge of Weymouth that can help achieve this vision. These include:

- The regeneration of Weymouth Town Centre area – will provide a significant level of new housing as well as associated community and economic benefits and a safer environment;
- An urban extension to the north of Littlemoor – will provide a significant area of growth, including a large business park and more family homes. This is contained in a separate chapter as it lies partly within West Dorset;
- Land at Markham & Little Francis, off Chickerell Road – will provide new homes, and a significant area of open space will be made into a country park.
- Land off Louviers Road – will also provide more homes, including development at Destiny Fields where the first phase of a development has begun, and further land to the south has permission;
- Land in the Wey Valley, west of the A354 Dorchester Road – provides an opportunity for housing growth close to the employment opportunities at Littlemoor and Mount Pleasant;
- Land off Lorton Lane – will provide further small-scale options for housing growth close to key employment sites including land to the south of Lorton Lane, which has planning permission for 20 homes, and land at the Old Rectory;
- Mount Pleasant Business Park – is a major employment site that has some land remaining for employment use.

7.2.3 There is an identified need for more land for cemetery use within the plan period, for which a long term strategy is required. The main cemetery for Weymouth is at Quibo Lane / Abbotsbury Road. The expansion of this site onto the adjoining Cross Road allotments provides the most feasible option for meeting this need, if replacement allotments can be provided. The Cross Road allotments are statutory allotments and any proposals affecting them will be carried out in accordance with the requirements of the relevant Allotments Acts. Land at Tumbledown Farm has been identified as a possible location for new allotments.

7.2.4 As part of the wider strategy for improving access to nature, land at Lorton Valley is identified as a nature park.

## 7.3 WEYMOUTH TOWN CENTRE AREA

7.3.1 Weymouth Town Centre is an important place for a number of reasons. It is the main shopping area in the Borough, a significant tourist and recreation destination, and is a place where a range of businesses are based (including those related to the harbour, ferry and shipping activities), providing jobs and income to the area. It also has a wealth of listed buildings and an attractive waterfront environment. However without a clear strategy for development, it runs the risk of failing to meet its potential and falling into decline. There is also a significant and increasing risk of flooding in the area.

7.3.2 It is expected that the town centre regeneration will deliver at least 600 new homes and significant retail and business opportunities over the plan period. This will be guided by a Town Centre Master Plan that has been produced by the Borough Council in association with the local community and businesses.

### MAIN PROBLEMS AND ISSUES TO BE ADDRESSED

7.3.3 The main issues currently facing the town centre are:

- Insufficient flood defence works for predicted changes in sea levels and extreme weather events. Much of the town centre is low lying and the ground beneath it is highly permeable, making it particularly susceptible to flooding – from high sea levels, seawater percolating through the underlying ground, surface water run-off and fluvial flooding from the River Wey. In addition to increased flooding, the continuing deterioration of the harbour walls, if not addressed, could lead to significant flood-related problems. Any defence works will require significant investment, and could alter the relationship between the existing built environment and the coast and inland waterways. A flood risk management strategy has been developed in partnership with the Environment Agency whereby proposals within the area are not required to demonstrate the sequential test provided they contribute to strategic flood defences as appropriate;
- Potentially contaminated land and other abnormal costs creating potential problems for redevelopment of some key sites. For example, there are known contamination issues in relation to the gasworks site. And the seawater percolating through the underlying ground can also add to the construction costs;
- Poor outdoor environment in places, related to traffic movement and the built environment. Although there has been significant investment in the seafront, there are still areas around the town centre where there are conflicts between pedestrians and vehicles. Expanses of water or railway lines act as a barrier in certain areas, and tend to concentrate movement at the bridging points. Some important public open spaces and pedestrian routes are in areas dominated by parking, servicing yards and backs of properties;
- Need to manage traffic flows and parking for different uses. It is a challenge managing access and parking for activities such as the ferry terminal, beach, and shopping to

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ensure businesses can be sustained and developed. Parking areas are located all around the town centre, and can exacerbate the circulation of traffic;

- Friction between different types of uses, particularly related to night-time leisure. The town centre area has a higher than average incidence of crime and disorder, mainly associated with anti-social behaviour;
- Poor housing conditions. The town centre area ranks as the most deprived area in the Borough in terms of health deprivation and disability, and also living environment (mainly due to the indoor environment related to poor housing conditions);
- Run-down and underused sites. A clear strategy is needed to provide confidence in and a focus for investment in the town centre and its infrastructure. This will need to take into account how different uses may be integrated into this mix.

## SPECIFIC QUALITIES AND PRIORITIES

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7.3.4 Weymouth Town Centre is a special place, for a number of reasons. The combination of the following specific qualities, that make it unique and special, should be retained and, where possible, enhanced:

- Pevsner describes Weymouth as “the Georgian seaside resort par excellence”. Its history as a premiere seaside resort, which created wealth and opulence, has left a legacy of areas with a rich and distinct local character and notable landmarks. The elegance, harmony and rhythm of the historic buildings along the seafront are particularly notable, which are not interrupted by incongruous blocks on the skyline;
- An important and interesting (and potentially under-used) relationship with the waterfront - both coastal and inland, from the large expanse of sandy beach, through the ferry terminal and bustling inner harbour, to the tranquillity and green spaces within the Radipole Lake nature reserve;
- A town centre with a range of national and independent traders and an active night-time economy (partly enabled because of its role as a visitor destination).

7.3.5 In addressing future development within the town centre, the following priorities have also been established. Together, these form the main considerations against which all the proposals should be tested:

- To deal with flood risk;
- To improve the first impressions of the area - especially the Swannery Car Park, railway station and ferry terminal;
- To make the town centre more pedestrian friendly and create an attractive environment. This should include improving links from the arrival points to the main shopping areas and other key destinations;
- To ensure that new development respects its context and the special character of Weymouth and creates active frontages to the public realm;
- To fill the gap in activity between 5pm – 9pm by introducing more family friendly activities in the right locations, supported by appropriate car park management and bus timings etc.



## **WEY1. WEYMOUTH TOWN CENTRE STRATEGY**

**i) Development within the Weymouth Town Centre Strategy area (as shown in the policies map) must, as far as practicable, meet the following aims:**

- To retain and enhance the area's rich and distinct local character and notable landmarks, and the harmony in the scale, massing and materials used that help create a cohesive character, particularly when viewed from the sea and coastline taking account of views across Weymouth Bay;
- To have an attractive public realm benefitting from the waterfront location;
- To support a thriving town centre with a range of national and independent traders, a rich and varied cultural offer throughout the year and an active night-time economy, and reduce the co-location of uses likely to cause anti-social behaviour;
- To fill the gap in activity between 5pm –9pm, primarily by introducing more family friendly activities in appropriate locations;
- To improve the first impressions of the area, primarily by making the main arrival points (the Swannery Car Park, Lodmoor Car Park, railway station, and ferry terminal), and the links from these to the main shopping and leisure areas, into a more pedestrian friendly, safe and attractive environment, with positive and active frontage development;
- To recognise the need to manage residual flood risk, primarily through the avoidance of more vulnerable uses on the ground floors or raising floor levels, securing good access arrangements, using flood resilient and resistant construction methods and make contributions towards strategic flood risk management as appropriate. Planning permission will not be granted for development which would compromise the long term aims of this strategy.

**ii) The comprehensive development of key sites will be guided by a masterplan prepared by Weymouth & Portland Borough Council as a supplementary planning document. The masterplan will include more detailed guidance on design, movement (including parking provision), the general distribution of activities and uses in the wider area, as well as detailed guidance on the following key sites:**

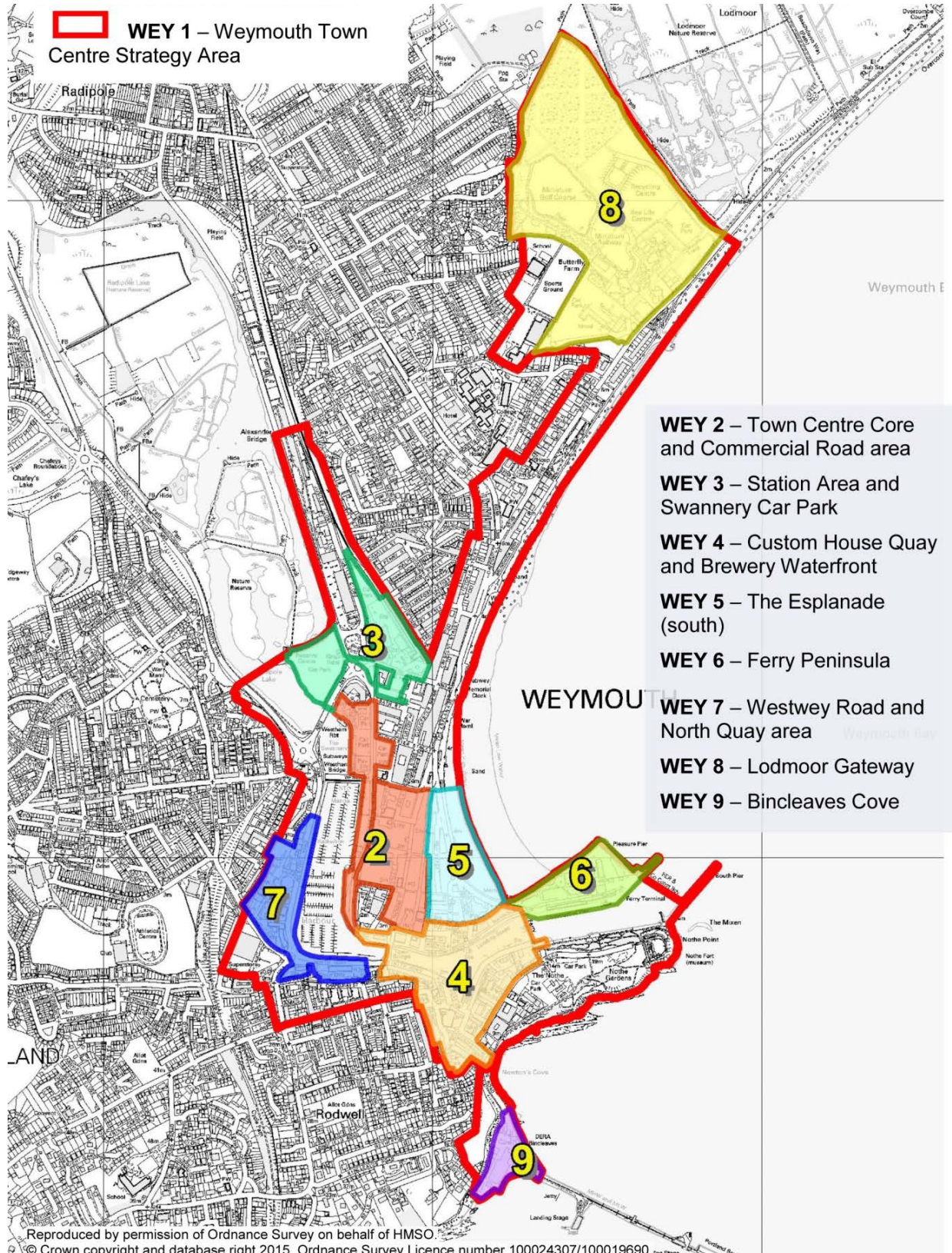
- Town centre core and Commercial Road area;
- Station area;
- Ferry peninsula;
- Westwey Road and North Quay area;
- Lodmoor.

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## KEY SITES

Figure 7.1: Key sites within the town centre strategy area – The following diagram shows the site boundaries for the following policies WEY2 through to WEY8. The location of WEY9 is also illustrated.



## TOWN CENTRE CORE AND COMMERCIAL ROAD AREA

- 7.3.6 The main focus for the town centre is to provide an attractive and vibrant place where people can access a range of local services and facilities including a diverse retail offer. The primary shopping area is a main feature and whilst Weymouth has a healthy town centre, it needs to evolve and improve, so that it can continue to compete effectively with other nearby shopping destinations such as Dorchester.
- 7.3.7 To ensure that the centre can continue to fulfil these roles and support the wider local economy, new development and the intensification of existing uses is needed. One of the strengths of the town centre is its attractive historic built heritage and wealth of listed buildings, but this also presents challenges for intensification and redevelopment to meet modern retail requirements. Much more could also be done to tie the built and waterside settings of Weymouth together, helping strengthen Weymouth's reputation not only as a shopping destination, but also somewhere to combine shopping with more leisurely pursuits.
- 7.3.8 The main objective for this area is to promote a competitive and attractive retail sector of the town centre through sensitive, expansion, redevelopment and intensification of uses such as the more effective use of upper floors. A balance needs to be struck between ensuring there is no loss or substantial harm to heritage assets and the public benefit of maintaining a vibrant and vital centre which includes viable uses for historic buildings. The area west of the primary shopping streets towards the harbour frontages along Commercial Road is currently under-utilised in terms of both development of land and pedestrian footfall. It presents opportunities for development that could include provision of some larger comparison retail units and "family-friendly" food-led operations or other uses that are otherwise difficult to achieve in the historic buildings along the main high streets and in the area around the town bridge. Because of its westerly outlook the waterfront also receives late afternoon / evening sunshine, and therefore is better situated to have a focus for activities that can make the most of this benefit and fill the gap in activity between 5pm –9pm.
- 7.3.9 Any proposals should not significantly increase the number of late night entertainment uses in the prime retail areas. The introduction of upper-floor residential, together with complementary uses that would help out-of-hours activity, will be encouraged to ensure this area does not feel deserted in the evenings.



## **WEY2. TOWN CENTRE CORE AND COMMERCIAL ROAD AREA**

- i) The primary shopping area will continue to be the main retail core. A positive approach will be taken to finding solutions that meet the requirements of modern retailing (to maintain a vibrant and vital centre), whilst cherishing the area's heritage assets.**
- ii) Land to the west of the primary shopping area will be developed with a mix of uses complementary to the primary shopping area. Development should:**
  - create an active waterside frontage with appropriate town centre uses including cafe and restaurant uses on the ground floor area with residential uses above;**
  - be of a scale, rhythm and detail which reflects the historic building form and plot pattern of the waterfront;**
  - create linkages between the primary shopping area and waterside frontage with associated public realm improvements.**
- iii) Any proposals should not significantly increase the number of late night entertainment uses in the area.**

## **STATION AREA AND SWANNERY CAR PARK**

7.3.10 The area around the station is in need of enhancement, and the presence of the bus depot / garage also detracts from the first impressions of the area. Redevelopment of the station area, which could be achieved through redevelopment with the depot and car-parking areas relocated (for example, onto land to the rear of the station), will provide an opportunity to improve the connectivity of different modes of transport, and introduce a more positive frontage and improve the legibility of the main pedestrian routes into the town centre.

7.3.11 The Swannery is a major public car parking area for the town centre, and it is important that any development in this area retains this function and focuses on improving the first impressions and creating good links into the town centre. Complementary development which improves the first impressions of the area and meets community needs will be permitted. In order to protect the vitality and viability of the town centre, proposals for new retail or other town centre uses will need to demonstrate the sequential approach in line with policy ECON4.

## **WEY3. STATION AREA AND SWANNERY CAR PARK**

- i) The station area will be developed as a transport hub, including a mix of retail, commercial businesses and residential to help improve the first impressions of the area through the introduction of positive and active frontage development and creation of a high quality public realm.**
- ii) The Swannery Car Park will provide the main public car parking area for the town centre, with the potential for complementary development to help improve the first impressions of the area without undermining the vitality of the town centre.**
- iii) Attractive pedestrian routes with active frontages should link the Swannery Car Park and Station area with the town centre core and commercial area, and seafront.**

## **CUSTOM HOUSE QUAY AND BREWERY WATERFRONT**

- 7.3.12 The areas around Custom House Quay and the Brewery contain a mix of restored heritage warehouses, fishermen’s cottages and town houses which lends itself very well to a cluster of independent restaurants and bars which is gaining a reputation for fine dining. Underpinning this dominant use is a healthy mix of local activity, including the existing sailing and dive clubs and the museum. Along with the Esplanade, this waterfront area is one of the most visually attractive parts of Weymouth.
- 7.3.13 The main focus for this area is to improve the pedestrian environment. The opportunity to “de-clutter” the quayside that pedestrianisation brings is significant and would allow for a more comprehensive approach to sitting-out. The potential to locate the flood defence barrier to the eastern end with a pedestrian crossing facility would also increase pedestrian footfall through this area.
- 7.3.14 The planned Brewers Quay re-development will include a museum, wet weather attraction, exhibition & craft space, retail and residential uses as part of the mixed-use scheme. With residential uses immediately adjacent to the southern part of this quarter, issues of noise and disturbance will continue to be a key consideration in any future changes.

## **WEY4. CUSTOM HOUSE QUAY AND BREWERY WATERFRONT**

- i) The area around Custom House Quay, the Brewery, and its waterfront, will retain a mix of small scale restaurants, bars, cafes and retail uses. The old brewery will be retained as a major tourist facility where ancillary uses will be permitted that ensure the long-term maintenance of the tourist function and the future of this important listed building. Development should enhance the active waterfront area and the public realm including the removal of unnecessary street furniture, signage etc. and creation of areas for sitting-out.**

## THE ESPLANADE

- 7.3.15 The Esplanade is arguably the part of Weymouth that characterises its unique historic legacy as a seaside resort. Nearly all the buildings are listed, and retain much of their Georgian and Victorian architectural style and detailing. Together the terraces form a cohesive linear group, with relatively consistent building heights and strong rhythmic vertical definitions provided by the windows and chimneys. Although there are slight variations, no one structure dominates the terraces or overshadows the Nothe Fort to the south.
- 7.3.16 The combination of hotels, guest houses, cafes, bars, clubs, gift shops and amusement arcades fronting onto a wide stretch of sandy beach in the area south of Kings Statue is part of a classic modern seaside resort. However the clustering of late-night uses can result in crime and anti-social behaviour, and undue disturbance to hotel and guest house residents. As there are already sufficient late-night uses to create a cluster big enough to form a destination, additional music and dancing venues in this part of town should be avoided, and further residential or tourist accommodation uses considered carefully. Facilities that may help support outdoor events to bridge the gap of activity between shop closing times and the later opening times of some of the clubs (i.e. between 5 to 9pm) will be encouraged to help provide a “positive tone” at the start of the night, helping to moderate the behaviour of other user groups. Licensing should be used to bring about a deliberate and concerted wind-down during the early hours of the morning (i.e. between 3 and 6am) when no alcohol should be sold, to help overcome current tensions and allow for a period of clean-up of the public realm in preparedness for a return to daytime activity. A specific policy is contained to support this approach.
- 7.3.17 Further north, as distance from the town centre core increases, the uses become dominated by guesthouses and hotels. The main objective in this location is the retention and maintenance of the listed buildings, which are an inherent part of the character of the town centre.

- 7.3.18 The sandy beach is a major tourist attraction and provides a venue for many events and activities that add to the vibrancy of the town centre. Maintaining this important asset will be a priority whilst dealing with the consequences of sea level rise.

## **WEY5 THE ESPLANADE (SOUTH)**

- i) The area of the Esplanade to the south the King's Statue requires a careful approach to reduce crime and anti-social behaviour. This will include making sure:**
- **Development that will lead to an overall increase in late night entertainment uses is not permitted;**
  - **The location of potentially un-neighbourly entertainment and related uses (including A4 drinking establishments and A5 hot food takeaways) and the introduction of residential or tourist accommodation within this area is carefully controlled to ensure that any co-location problems associated with anti-social behaviour are not exacerbated;**
  - **Uses that may help support outdoor events to bridge the gap of activity between shop closing times and the later opening times of some of the clubs (ie between 5 to 9pm) are encouraged.**

## FERRY PENINSULA

- 7.3.19 The peninsula is a key site, set at the end of the Esplanade and opposite the historic Nothe Fort at the gateway to the harbour. It provides the first impression of Weymouth for those arriving from the sea, and is the home of the ferry terminal linking Weymouth to the Channel Islands. This ferry service provides many economic benefits to the town.
- 7.3.20 The area is run-down and requires significant investment to deliver a scheme that is appropriate for its setting and function.
- 7.3.21 A comprehensive approach to development will be needed in this area. Because of the abnormal costs associated with the redevelopment of this site, it is important that a flexible and realistic approach is taken on the mix of uses allowed. Although a leisure / tourism attraction would be supported, including a hotel, costs indicate that a scheme is unlikely to be economically deliverable without a significant element of housing. A range of solutions that would ensure the future of a thriving theatre for Weymouth and Portland will need to be considered.
- 7.3.22 Extreme care is needed to ensure that the scale and style of development is sympathetic to and does not dominate or detract from the adjoining historic areas of the Esplanade and the Nothe. Any building above the general height in this area is likely to be limited, although there may be scope to incorporate an elegant landmark, which could mark the terminus at the eastern end of the site.

## **WEY6. FERRY PENINSULA**

- i) The ferry peninsula should be re-developed to include leisure / tourist-related uses, supported by complementary town centre uses and which may include housing, and including provision for the continued operation of the ferry service.**
- ii) A comprehensive scheme is required for the site which complements the scale, mass and rhythm of the terraces along the Esplanade so as to create a coherent seafront and does not detract from the dominance of the Nothe Fort in views from the North. An elegant landmark building may be permitted.**

## **WESTWEY ROAD AND NORTH QUAY**

- 7.3.23 This area of land off Westwey Road and North Quay includes large civic offices, the former fire station around the bottom of Boot Hill, with undeveloped areas used for parking, the gasholder site and electricity substation, and areas of vacant land.
- 7.3.24 The redevelopment of this prominent area provides an opportunity to enhance the waterfront and make more efficient use of land. Particularly important are how the area relates to the historic buildings and remnants of the old High Street towards the town bridge and reinforce this local character, its relationship to the waterfront and to the key junction at the bottom of Boot Hill.
- 7.3.25 Landowners will need to work together to make sure the most effective approach is taken on complex issues, including contamination around the gasholder site and the potential provided through reclaiming land from the inner harbour.

## **WEY7 WESTWEY ROAD AND NORTH QUAY AREA**

- i) The Westwey Road and North Quay area will be re-developed for mixed uses which may include residential, hotel, commercial and small scale retail development so as to create an active street and water front.**
- ii) A comprehensive scheme is required for North Quay which will complement the scale, rhythm and rich texture of the buildings in Trinity Road to the East and High West Street to the South so as to present an attractive frontage to the harbour and to respect the historic buildings of the old High Street. Redevelopment can proceed in phases provided it does not compromise the above objectives.**



## LODMOOR GATEWAY AND COUNTRY PARK AREA

7.3.26 Although some distance from the town centre commercial area, this site is linked to it and provides a key gateway to the built up seafront in the approach to the town centre from the east. It is important to the tourism economy as it forms part of the Lodmoor Country Park and contains the major tourist attraction of the Sea Life Centre, and associated facilities such as mini golf, a leisure ranch, and miniature railway. The area is also used for car parking, events and the household waste and recycling facilities. The site is further complicated due to its history as a landfill site, and the risk of flooding / coastal erosion. The area adjoins the Lorton Valley Nature Park which includes a large wetland area managed by the RSPB, part of which is a site of special scientific interest (SSSI). Both the Lodmoor and Lorton Parks are used extensively for informal recreation, walking and bird watching as well as visits to the more formal built tourist attractions based around the Sea Life Centre. Therefore any future development will need to take account of the sensitive nature conservation interests, open landscape setting, low key informal recreation as well the site's important tourist and gateway function. The land contamination, associated drainage, and flooding issues will also need to be considered.

### **WEY8. LODMOOR GATEWAY AND COUNTRY PARK AREA**

- i) Land at Lodmoor will be permitted for tourism, low key recreation and ancillary uses, appropriate to its gateway location and its proximity to sensitive sites. Any development will be expected to be of a high quality design and relate positively to the adjoining public areas. A comprehensive approach may be required to ensure that development complies with the aims of the Weymouth Town Centre Strategy.**

## BINCLEAVES

7.3.27 The redevelopment of the QinetiQ site at Bingleaves Cove has been discussed for a number of years. In 2008 permission was given for a mixed use development of flats, a hotel and employment, which has now lapsed.

7.3.28 The coastal location and heritage of the site, with its links to the breakwaters and wartime defences, are unique and should be valued in the development of the site. Public access around the seaward edge of site is seen as an essential requirement. The impact of the design in terms of its views from coastal waters in the wider context of the bay (as part of the World Heritage Site) will also be a key consideration, as will how the history of the site and its links to adjoining areas (such as the breakwaters and defence buildings) can be reflected. These values also place limits on the possibilities for development, particularly the nature conservation value of the adjoining waters. And given its location below the cliff, it is not an easy site to develop, and issues such as sunlight / daylight will also be a key consideration to any occupied buildings and public or private amenity spaces. There is also

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the current requirement for the breakwater beyond the site to be accessible by HGVs and other traffic.

- 7.3.29 Coastal erosion and flooding are also issues for this site and so any proposal will need to be accompanied by appropriate geotechnical reports, vulnerability assessments and flood risk management reports.
- 7.3.30 As a former employment site it is considered important that any redevelopment of this site retains employment, and that it should be of a type appropriate to and taking advantage of the unique location benefits and constraints. Other complementary uses will also be allowed. An emphasis on good quality design is essential.

## **WEY9. BINCLEAVES COVE**

- i) The redevelopment of this former employment site is supported. This may either be through an alternative employment use appropriate to a maritime location or through the comprehensive mixed use re-development of the site to provide community benefits, including sufficient employment uses to ensure no significant loss of potential jobs.**
- ii) The development will be expected to be of a high quality design appropriate to its waterside location and the unique history of the site.**
- iii) Development will not be permitted if it would compromise the nature conservation interest of the surrounding marine area, have an adverse impact on the management and enjoyment of the World Heritage Site, or be at risk from coastal change.**

## **7.4 LAND AT MARKHAM AND LITTLE FRANCIS**

- 7.4.1 Land south of Chickerell Road (known as Markham and Little Francis) is within the existing built up area close to community facilities, shops, schools, employment areas and the transport network. It should be able to deliver in the region of 320 homes on the lower ground to the north of Cockles Lane, whilst providing public access and enjoyment of the open green spaces on the rising land and ridge to the south. This green space is important for its wildlife and landscape value and is expected to provide long-term public open space to serve the new development and benefit the wider community and allow for potential expansion of St Augustine's School. Provision should be made for the long term management of the open space ideally by the transfer of the land to a public body, private trust or other appropriate organisation to manage as a semi natural green space / nature reserve. The existing hedgerows and track along Cockles Lane are important local features which should be maintained and incorporated into the layout of the site. Any loss of hedgerow will require mitigation such as the planting of new hedges. There is an ordinary

water course within the site, and areas that are subject to surface water flooding, which should be carefully considered in the layout and design.

- 7.4.2 The site should accommodate a mix of housing types, particularly family housing, and could include some limited, small-scale employment uses appropriate to a residential area. The main vehicular access will be to the north off Chickerell Road, and footpath and cycle links must be provided to the surrounding area and as part of the strategic network.
- 7.4.3 The development generates a need for additional primary school accommodation, and an appropriate contribution towards improved provision will need to be secured. There may also be a requirement for land adjacent to St Augustine’s School to allow for future expansion.
- 7.4.4 On and off-site provision and contributions to community infrastructure will be sought in line with policy COM 1 and secured through a section 106 legal agreement.
- 7.4.5 A master plan for the whole area will be agreed by the Borough Council to guide the phasing and design of this site.

**WEY10. LAND AT MARKHAM AND LITTLE FRANCIS**

- i) Land at Markham and Little Francis as shown on the policies map is allocated for residential development and public open space, and may include an element of employment use appropriate to a residential neighbourhood.**
- ii) Rising land to the south of Cockles Lane and the ridge further south will remain undeveloped and be managed as public open space for the long-term benefit of the local community and to protect and enhance its nature conservation interest to become a designated local greenspace.**
- iii) In order to address sustainable development issues, the site should be developed in accordance with a masterplan prepared by the developer / landowner in conjunction with the local community and agreed by Weymouth & Portland Borough Council. The masterplan will need to be subject to a sustainability assessment, such as a BREEAM Communities Assessment, carried out by a suitably qualified assessor. The masterplan should ensure that:**
  - the design and layout relates positively to the surrounding area and does not have an adverse impact on the amenity of surrounding properties;**
  - the hedgerow and streams through the site are maintained and enhanced where possible and provision for their future retention and management put in place;**
  - there is adequate provision for surface water run-off and due consideration of flood risk elsewhere;**

## **WEY10. LAND AT MARKHAM AND LITTLE FRANCIS (CONTINUED)**

- **good links to the wider footpath and cycle network are provided, the development will deliver highway improvements necessary for the development to go ahead;**
- **an area of the site is reserved for the expansion of St Augustine’s School;**
- **the development is appropriately phased.**

## **7.5 LAND OFF LOUVIERS ROAD**

7.5.1 Land at Destiny Fields off Louviers Road has been granted planning permission for 176 new homes and is now under construction. An application for outline permission for approximately 100 new homes on land to the south of Louviers Road has also been approved.

7.5.2 Both sites abut a large tract of open and undeveloped land consisting of Wyke Oliver Hill, Lodmoor Marsh and Lorton Valley, parts of which are designated for their wildlife value, and are also valued for providing informal recreation opportunities. Much of this area is now included within the Lorton Valley Nature Park. Development off Louviers Road provides an opportunity to create a more positive relationship with the existing development and the adjoining open space. Any development needs to be contained and tapered into the hillside underneath the ridge crest so as not to have a detrimental impact on the landscape character of the wider area, and building heights will need to be limited relative to the ridge crest.

## **WEY11 LAND OFF LOUVIERS ROAD**

- i) Land off Louviers Road as shown on the policies map is allocated for residential development.**
- ii) Strategic landscaping will be required to soften the edges onto the undeveloped countryside. The scale and design of development should ensure that it is not overly prominent when viewed from the south.**
- iii) Pedestrian links and wildlife corridors should be provided through the developments connecting to Lorton Valley Nature Park and adjoining areas of open countryside.**
- iv) Development should provide positive frontages onto the adjoining road network.**

## 7.6 LAND AT WEY VALLEY

- 7.6.1 Land west of the A354 Dorchester Road and to the south of Nottingham Lane in the Wey Valley has the potential to deliver in the region of 320 new homes over the plan period.
- 7.6.2 The site is within a sustainable location close to facilities including schools, sport and recreation facilities, shops and employment sites.
- 7.6.3 It is important that development in this location does not result in the physical or visual convergence of the urban area of Weymouth and more rural Nottingham, and a substantial green buffer will be retained alongside substantial tree / woodland planting. There are also longer views of the northern part of the site from the Ridgeway and planting belts running east to west across this part of the site will be needed to mitigate this impact. The retention of hedgerows will also be important to provide wildlife corridors through the site.
- 7.6.4 Parts of the site are susceptible to surface water flooding and so sustainable drainage systems should be implemented to ensure adequate surface water drainage provision and that flood risk is not exacerbated elsewhere.
- 7.6.5 The layout should include at least one access point from the A354 in addition to an access from Nottingham Lane to ensure it links well into the urban area. Properties along the A354 back directly onto and will overlook the site. The design and layout will need to ensure that the amenity of these properties is not significantly adversely affected.
- 7.6.6 Any employment uses should generally be grouped together rather than dispersed throughout the scheme. Small workshops or live-work units using existing buildings or reproducing the layout of former employment uses such as old farm complexes can provide variety and links with historic uses of the site.

### **WEY12. LAND AT WEY VALLEY**

- i) Land at Wey Valley as shown on the policies map is allocated for residential development and should include an element of employment use appropriate to a residential neighbourhood.**
- ii) The site should be developed in accordance with a masterplan prepared by the developer / landowner in conjunction with the local community and agreed by Weymouth & Portland Borough Council. In order to address sustainable development issues, the masterplan will need to be subject to a sustainability assessment, such as a BREEAM Communities Assessment, carried out by a suitably qualified assessor. The masterplan should ensure that:**
  - Development will be phased to provide steady growth over the period from 2016-2026;**

## **WEY12. LAND AT WEY VALLEY (CONTINUED)**

- **Substantial landscape planting is provided to ensure that the development does not have an adverse impact on the landscape character, the character of the adjacent Conservation Area or the amenity of surrounding properties. This will need to be agreed and, where practicable, implemented in advance of the development;**
- **Sustainable drainage methods are implemented to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere;**
- **A network of road, footpath and cycle routes through the site and connecting to the A354 and Nottingham Lane are provided to ensure that the development is well integrated into the wider route network.**

## **7.7 LAND AT THE OLD RECTORY, LORTON LANE**

7.7.1 Land at the Old Rectory, Lorton Lane has potential for new housing.

7.7.2 It is within Broadway Conservation Area and surrounds the listed Old Rectory building. The site could deliver in the region of 39 new homes, but will need to be carefully designed. The development of this site will be linked to environmental improvements on the land to the north of the Old Rectory and the removal of the existing established uses (such as the builder's yard, car repairs and waste transfer station). The main vehicular access would be via the existing access off Dorchester Road and the possibility of footpath /cycle / bridleway links with the wider area should be explored.

## **WEY13. LAND AT THE OLD RECTORY, LORTON LANE**

- i) Land at The Old Rectory, Lorton Lane, as shown on the policies map, is allocated for residential development. Any development must enhance the Old Rectory and Broadway Conservation Area.**

## **7.8 MOUNT PLEASANT BUSINESS PARK**

7.8.1 Consent was given in 2007 for a 14ha mixed-use employment site. This provided a site for the new headquarters building of New Look, a hotel and retail supermarket. There is a large area of the site still to be developed that will provide significant additional business opportunities, including small scale enterprise units. The New Look headquarters and the remaining area of the site is designated as a key employment site.

## 7.9 RETENTION OF TOURIST ATTRACTIONS AND FACILITIES AT BOWLEAZE COVE

- 7.9.1 Tourism is an important part of the local economy in Weymouth and the retention of attractions and facilities or sites available for this use will maintain the attractiveness of the area to tourists. Sites within the town centre such as Lodmoor and Brewers Quay will be protected through policies in the Town Centre Strategy, however development at Bowleaze Cove would not be within this area.
- 7.9.2 Any proposals will need to be appropriate to the sensitive coastal landscape and nature conservation and geological importance. The area is also subject to erosion and fluvial and tidal flooding via the River Jordan. It is within an area identified in the Shoreline Management Plan for future managed realignment and so is only appropriate for time limited (temporary) development that would not be at risk from, or exacerbate, coastal erosion or flooding.

### **WEY14. BOWLEAZE COVE**

- i) Development at Bowleaze Cove as shown on the policies map will be restricted to time-limited tourist and leisure related development.**

## 7.10 LAND AT TUMBLEDOWN FARM

- 7.10.1 Tumbledown Farm comprises open agricultural grassland, water meadows and areas of woodland outside the development boundary, but within the Radipole Conservation Area. Parts of the holding are designated as a Site of Special Scientific Interest.
- 7.10.2 There is the potential to use part of the site to provide space for a significant number of allotments, which would reduce current waiting lists. Land is also sought in the borough to provide for the disposal of human cremated remains in a natural setting away from the current cemetery / crematorium sites, and for the burial of pets (or their cremated remains). There is also an opportunity to relocate the RSPB operational base from its current residential area closer to the land they manage, and provide a better location for the council's parks service and its nursery which is currently taking up part of the Crookhill depot and employment land at Lynch Lane. Limited development based around the existing farm buildings could provide ancillary accommodation for the various proposed uses however this would be subject to detailed design and ensuring that the landscape character and important open gap function of the land is maintained.

## **WEY15. LAND AT TUMBLEDOWN FARM**

- i) Land at Tumbledown Farm as shown on the policies map is allocated for cemetery uses, allotments/ community food provision and ancillary office / workshop / storage space. Development of these uses will only be permitted if it does not undermine the important open gap function, and the nature conservation interests and landscape character of the site are protected and enhanced.**

## **7.11 LORTON VALLEY NATURE PARK**

- 7.11.1 The proposal for the Lorton Valley Nature Park is very much a partnership project involving Weymouth & Portland Borough Council, Dorset Wildlife Trust, RSPB, Dorset Countryside Service and Natural England.
- 7.11.2 The Nature Park comprises a total of 194 hectares (479 acres), that extend from Southdown Ridge in the north, to Preston Beach Road in the south and runs between the new relief road and Horse Lynch Plantation. It links up the Lodmoor Nature Reserve, Two Mile Copse and Lorton Meadows (all Sites of Special Scientific Interest) and two areas of land (to the east of the park & ride site at Mount Pleasant and land to the east of the Lorton Meadows) provided as a result of the relief road construction. A further area of open undeveloped land located to the north of the civic amenity and composting sites and immediately adjacent to the RSPB reserve is linked. Additional agricultural land to include the Southdown Ridge should also to be included to provide a more comprehensive network. There is the aspiration for the nature park to be extended into areas to the north and north east of the current boundary, including Wyke Oliver Hill. This additional land will help improve public access and amenities, help secure wildlife corridors, provide opportunities for biodiversity enhancement and protect and enhance local landscapes. Green infrastructure associated with the Littlemoor Urban Extension could potentially become a northern extension of Lorton Valley Nature Park.
- 7.11.3 This land will be incorporated into the Green Infrastructure Network and protected under policy ENV3.

## **WEY16. LORTON VALLEY NATURE PARK**

- i) Land between Preston Beach Road and Southdown Ridge, as shown on the policies map, is allocated as part of the Lorton Valley Nature Park to promote sustainable tourism, management of conservation and heritage interest, enhancement of public access and open spaces and opportunities for volunteer and community involvement.**





# Portland



## 8 Portland

### 8.1 INTRODUCTION

- 8.1.1 The Isle of Portland has a population of about 12,840. It has a unique coastal character with very distinct villages and settlements separated by wide open spaces, parts of which are marked by the presence of the quarrying industry.
- 8.1.2 Portland is located to the south of Weymouth with the only link a single carriageway road on the causeway adjacent to Chesil Beach and The Fleet. The island contains some of the largest employment areas in the Borough. The former naval estate has provided opportunities for regeneration alongside new industrial and commercial development at Osprey Quay, Southwell Business Park and Portland Port. Much of Portland is covered by national and international environmental designations and it is at the heart of the Jurassic Coast World Heritage Site. The high quality landscape, important nature conservation interests, and restricted access across Chesil Beach all limit opportunities for further major development on the island.
- 8.1.3 Although the area is an attractive place to live, and contains some large employment sites, there are still areas that suffer from high levels of multiple deprivation. Three of the most deprived areas in Dorset are on Portland. There has been a considerable amount of regeneration over the past 15 years by the Regional Development Agency (now the Homes and Communities Agency) at Osprey Quay which has been enhanced by the hosting of the 2012 Olympic and Paralympic sailing events. However there remains a mismatch between the available employment and skills and experience of some of the population.

### 8.2 VISION FOR PORTLAND

- 8.2.1 In 2031 Portland will:
- Have maintained and enhanced the unique character of the island in terms of its built and natural assets, whilst thriving economically and socially for the benefit of residents and visitors;
  - Be the home of specialist maritime industries and other growth sectors that benefit from its unique location, providing it with a good supply of well-paid jobs that benefit the local community and wider area. Portland Port will have maintained and expanded its role as a port of national and international importance and a location for job creation;
  - Have a broad tourist offer including activity based on sustainable tourism such as water sports, climbing, walking and bird watching, that capitalises on its unique location;
  - Have reduced the levels of multiple deprivation and have good education and skills provision.

## MAIN DEVELOPMENT OPPORTUNITIES

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- 8.2.2 The future economic opportunities for the island will be based on maximising the potential of existing major employment sites and Portland Port, plus capitalising on the environmental and heritage assets to further develop sectors such as tourism and leisure. The improvements to high speed broadband secured as part of the Olympic legacy offer considerable opportunities to encourage more knowledge-based and creative businesses. However it is not suited to those industries that need to rely on swift access to the motorway network. In order to ensure that there is an adequate supply of employment land to accommodate future growth and job creation, a development site has been identified at Osprey Quay. In addition, a number of existing employment sites are protected as key employment sites.
- 8.2.3 Over the previous local plan period a significant amount of housing growth was identified on Portland, mainly on previously developed brownfield sites. Not all of these sites have been completed and so there are over 450 homes with permission that should still be built as a result. Sites will also come forward within existing development boundaries and further opportunities for affordable housing may arise from rural exception sites. Because of the number of existing commitments and the constrained nature of the island, no new strategic allocations have been identified for Portland. Additional housing growth could however be progressed through the preparation of a neighbourhood development plan.
- 8.2.4 The following developments all have consent and are expected to play a major part on delivering the vision for Portland. Some are associated with the hosting of the Olympic and Paralympic Sailing events, while others are related to the ongoing regeneration.
- Portland Port – is a major employment site with planning consent for port-related and B1, B2 & B8 uses.
  - Osprey Quay – has various planning consents for a mix of uses, including employment, leisure, retail and housing development.
  - Former Hardy Complex – is a site with planning consent which comprises the conversion of former Navy accommodation for housing.
- 8.2.5 There is also scope for further employment uses within Southwell Business Park, Inmosthay and Tradecroft Industrial Estates. These sites still have considerable scope for new employment on underused land, and will be protected for B class uses and other employment uses that offer economic enhancement.
- 8.2.6 Portland Quarries Nature Park is proposed to secure the long term future of Portland's most important disused quarries, enhancing nature conservation interest, ensuring public access, long-term management and interpretation of these culturally important sites.
- 8.2.7 Tourism plays an important role in the local economy and Portland is an important visitor destination as part of the Jurassic Coast. It has a stunning natural and built environment and considerable opportunities for outdoor activities such as watersports, rock climbing, walking and bird watching. There is potential to capitalise on these assets, and diversify the

tourist offer of the area including promotion of the activity opportunities the island has to offer. Whilst there are no other specific allocations for tourist and leisure uses on Portland, tourist based activities will be encouraged where they are consistent with other policies within this plan.

### 8.3 PORTLAND PORT

- 8.3.1 The maritime services sector is important for the local area and includes the shipping, ports and maritime business services industry as well as supporting other industries in Dorset. Portland Port is a port of national and international importance and is a vital part of the local economy and the south west region. The port attracts employment and investment to the area and is a major asset to the local community. Port development is subject to special constraints given its need for access to deep water and the statutory obligations imposed on port authorities in terms of security.
- 8.3.2 Approximately 35 hectares of port land is consented for B1, B2 and B8 uses and statutory harbour undertaking and an additional 17 hectares of seabed has consent for marine works including reclamation to create dockside operational land. The port's statutory jurisdiction includes Portland Inner Harbour and extends into Weymouth Bay covering a total waterspace area in excess of 2,400 hectares.
- 8.3.3 "Transforming Dorset", the Strategic Economic Plan (SEP) produced by the Dorset Local Enterprise Partnership in March 2014, has identified Portland Port as an example of the type of opportunity that could achieve "transformational growth" subject to securing investment of the scale proposed by the document. The SEP proposes that the port could achieve far reaching development of unique natural port assets supporting industrial development, freight, exports and bringing a radically larger sector of the cruise market to the Dorset tourist economy. The port is identified as a key employment site and associated policies in the plan allow for its protection and the provision of employment (ECON 1 and ECON 2). These employment policies support the expansion of existing employment sites subject to other policies within the plan. Additional land may be required within the port for sustainable development and these policies cater for the port's need for long-term growth.
- 8.3.4 Parts of the port estate are within candidate Special Area of Conservation (cSAC) and designated as Sites of Special Scientific Interest (SSSI's) and are therefore subject to the requirements of the relevant European Directives and corresponding national regulations. A number of existing buildings and structures are Grade II listed heritage assets. The area in the region of Grove Point is designated as part of the World Heritage Site and is also accessible to the general public. Local nature, heritage and landscape designations also exist and there are areas subject to land instability. Therefore any future development proposal will have to take account of the relevant environmental policies in the plan, and in considering the acceptability of proposals, their direct, indirect and cumulative impacts, relative to the significance of the asset affected, will be balanced against other sustainable development objectives.

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- 8.3.5 To guide future growth the port is supportive of developing proactive working arrangements with the council and other stakeholders to prepare and support the preparation of strategies, plans and programmes to deliver sustainable development and facilitate better understanding and management of the port estate. These could include the identification of specific areas with greater potential for development and areas where there are opportunities for positive management and enhancement of nature conservation and heritage assets.

## 8.4 OSPREY QUAY

- 8.4.1 In 2001 a masterplan was approved for the redevelopment of 33 hectares at Osprey Quay, with the aim of creating a centre of excellence for marine business and leisure. Outline planning permission was granted for a mixed use re-development to incorporate leisure, tourism, recreation, employment and residential uses. The section 106 agreement tied the permission to land uses set out in the masterplan. Significant regeneration has taken place, some of which is associated with the National Sailing Academy and the hosting of the 2012 Olympic and Paralympic Sailing Events. The area now contains a mix of uses including a 560 berth marina and associated shore-side facilities, workspaces for marine related business, Coastguard Helicopter Base, restaurant/café, residential and a new school. There are existing commitments that have not yet been come forward which include further employment uses, a hotel, retail and residential use. A new masterplan is being developed with the Homes and Communities Agency to attract further investment and employment opportunities within the site.

### **PORT1. OSPREY QUAY**

- i) Land at Osprey Quay as shown on the policies map is allocated for primarily employment, leisure and ancillary retail uses and residential as part of a mixed-use scheme. Any development should be in accordance with the most recent Osprey Quay masterplan agreed by Weymouth & Portland Borough Council.**

## 8.5 FORMER HARDY COMPLEX

- 8.5.1 The Former Hardy Complex was previously Navy accommodation. Planning permission for 554 new homes was granted in 2004. The existing officers' accommodation blocks have been partly completed, with Atlantic House completed in 2009. The remaining phases of construction, which would provide 384 homes, have not progressed due to the economic downturn.

### **PORT2. FORMER HARDY COMPLEX**

- i) The Former Hardy Complex as shown on the policies map is allocated for housing development.**

## 8.6 SOUTHWELL BUSINESS PARK, INMOSTHAY AND TRADECROFT INDUSTRIAL ESTATES

- 8.6.1 Southwell Business Park is an ex-Ministry of Defence site. It has been used to create flexible workspaces for businesses and start-ups. The businesses are mainly micro-businesses from a wide range of service sectors, but the site also includes 350 storage units, a fitness centre, hotel and conference venue. Planning consent has been granted for change of use of Maritime House on the park to 'Portland Academy' (use class D1). This will provide an educational academy for 5-19 year olds that would link closely with business and the local community. It is a key employment site. Additional land is available to provide around 3,000m<sup>2</sup> of light industrial units. It is in a sensitive location and particular regard will need to be had to the landscape and nature conservation interests on land within and adjoining the site, including its visibility from the South West Coastal Path and Heritage Coast.
- 8.6.2 Inmosthay and Tradecroft Industrial Estates are similar in character and provide opportunities for heavy industry that would not easily fit within a residential area. Both are identified as key employment sites.

## 8.7 PORTLAND QUARRIES NATURE PARK

- 8.7.1 The proposal for the development of a Portland Quarries Nature Park has been under consideration for a number of years and is being brought forward as an Olympic Legacy Project for the Isle of Portland. It includes the Kingbarrow Quarry Nature Reserve, Tout Quarry, The Verne Yeates Local Nature Reserve, restored land within Inmosthay Quarry and Butterfly Conservation sites at Perryfields and Broadcroft that are nationally significant for nature conservation, geology and cultural heritage. The Nature Park will secure the long-term future of Portland's most important disused quarries, ensuring public access, long term management and interpretation of these culturally and biodiversely important sites. This land will be incorporated into the Green Infrastructure Network and protected under Policy ENV3.
- 8.7.2 As opportunities arise as a result of the Review of Minerals Permissions (ROMPs), quarry restoration plans and section 106 agreements, other areas will be incorporated into the Nature Park. These may include areas within Inmosthay, Bowers, Admiralty and Broadcroft Quarries. Inclusion in the Quarry Park will be subject to agreement with the landowner, the site being restored and managed for nature conservation and ready for public access including the relevant safety audits and risk assessments.

## **PORT3. PORTLAND QUARRIES NATURE PARK**

- i) Land at Kingbarrow Quarry, Tout Quarry, Verne Yeates, Inmosthay Quarry and Perryfield Quarry Butterfly Conservation Nature Reserves as shown on the policies map is allocated as part of the Portland Quarries Nature Park to promote sustainable tourism, management of conservation and heritage interest, enhancement of public access and open spaces and opportunities for volunteer and community involvement.**
- ii) As opportunities arise additional land shown on the policies map may be included in the Portland Quarries Nature Park.**



# Littlemoor





## 9 Littlemoor Urban Extension

### 9.1 INTRODUCTION

- 9.1.1 The Littlemoor area has the potential to deliver significant employment and also new homes over the plan period and potentially beyond. It lies at the gateway of the Weymouth Relief Road, opposite the existing service centre at Littlemoor, and is close to the railway station at Upwey. As such it has excellent links to Weymouth Town Centre and the wider area. The nearby housing also provides a significant source of employees.
- 9.1.2 The area falls on the boundary between Weymouth and Portland Borough and West Dorset District Councils. Both councils will cooperate in bringing forward growth in this area. Land at Icen and Weyside Farms, to the north of the Weymouth Relief Road junction, lies wholly within West Dorset, and a policy is included in this chapter to plan positively for its future use.

### 9.2 LITTLEMOOR URBAN EXTENSION

- 9.2.1 The urban extension is within the Dorset Area of Outstanding Natural Beauty, and there are views of the site from the South Dorset Ridgeway. However it is visually contained by the higher land to the north and east. A landscape-led strategic planned approach to development in this location would provide positive enhancements to be made around the edge of the development that would mitigate the impact of the existing urban edge on the wider landscape. Advance tree and copse planting along the northern and eastern boundaries will therefore be required to ensure that these improvements have time to establish and mature as development progresses. The existing field network has mature hedgerow boundaries and provides an important north / south wildlife corridor and good footpath links to the open countryside. These areas should be managed as part of the wider green infrastructure network through a partnership approach such as the Natural Weymouth & Portland Partnership or similar structure and could potentially become a northern extension of the Lorton Valley Nature Park.
- 9.2.2 Employment uses should be concentrated towards the western end of the site, adjacent to the main junctions of the relief road. Advanced landscaping should be provided to create a positive gateway to Weymouth. Opportunities for district heating networks between the employment and residential uses should be explored along with other sustainable development issues for the site through a BREEAM Communities Assessment.
- 9.2.3 The development will generate a requirement for further education provision and a site will need to be provided within the scheme to accommodate a new primary school. Alternatively, financial contributions may be required towards extending the existing Bincombe Valley Primary School and provision of good pedestrian links between the new development and Bincombe Valley and St. Andrew's Primary Schools. On and off-site provision and contributions to community infrastructure will be sought in line with policy COM1 and secured through a section 106 legal agreement. As Littlemoor Road would

otherwise segregate the proposed development from the existing homes and community facilities, a creative solution is needed. To help integrate the two areas, the existing service centre should be extended northwards to cover both sides of the road, and will include a mix of uses appropriate to a local neighbourhood centre. This should be designed around a square which provides safe and attractive crossing points at street level, with an emphasis on controlling vehicular movements rather than pedestrian and cycles so that the two communities can integrate successfully. Noise from road traffic may be an issue and mitigation measures should be integrated within the design without causing further segregation or adverse visual impact.

## **LITT1. LITTLEMOOR URBAN EXTENSION**

- i) Land to the north of Littlemoor as shown on the policies map will be developed as an urban extension to include new homes, at least 12ha of employment land, an extended local service centre, public open space and land for a new primary school.**
- ii) Development of the site will be landscape-led to ensure that there are positive enhancements to the Dorset Area of Outstanding Natural Beauty.**
- iii) The development will deliver highway improvements necessary for the development to go ahead.**
- iv) Priority will be given to bringing forward the employment land, with the amount of housing and community infrastructure released and phased to ensure the development is viable, and integrates successfully. The existing Littlemoor Centre will be extended northwards at an early phase and designed to assist with the integration of the new development with the existing community south of Littlemoor Road.**
- v) The site should be developed in accordance with a masterplan prepared by the developer / landowner in conjunction with the local community and Dorset County Council and agreed by West Dorset District Council and Weymouth & Portland Borough Council. In order to address sustainable development issues, the masterplan will need to be subject to a sustainability assessment, such as a BREEAM Communities Assessment, carried out by a suitably qualified assessor. The masterplan should ensure that:**
  - all built development is contained within the 40m contour;**
  - advance tree and copse planting is provided along the northern and eastern boundaries to ensure that these improvements have time to establish and mature. Long-term management of strategic planting is secured as part of the green infrastructure network;**

**LITT1. LITTLEMOOR URBAN EXTENSION (CONTINUED)**

- **the development creates a positive out-facing edge when viewed from the Ridgeway;**
  - **development relating to Littlemoor Road creates a strong, positive image appropriate to this key gateway site;**
  - **the development incorporates green corridors connecting to adjoining green spaces and ensure a net gain in biodiversity;**
  - **an area of the site is reserved for a three-form entry primary school;**
  - **there is adequate on-site provision of community infrastructure;**
  - **good links to the wider footpath and cycle network are provided;**
  - **sustainable drainage methods are implemented to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere;**
  - **noise and drainage mitigation measures are integrated within the design.**
- vi) The main employment area will be designated as a key employment site and should be accessed directly from the Weymouth Relief Road.**

**9.3 LAND AT ICEN AND WEYSIDE FARMS**

- 9.3.1 Land at Icen and Weyside Farms has been developed and used for a variety of employment and related uses in an incremental fashion. It has included an element of agricultural-related uses, external storage, workshops and a lawful residential use, and it has been subject to enforcement action due to unlawful development. The site occupies a prominent position at the end of the relief road, and could be redeveloped to provide further economic benefits to the area. However this would need to come forward as part of a comprehensive plan for the site that would allow existing issues to be properly addressed (such as the impact on the wider landscape, and potential conflicts between residential amenity and un-neighbourly employment uses). The landscape and design strategy will need to take into account its sensitive location within the Dorset Area of Outstanding Natural Beauty and relationship to the relief road and urban extension to the east.

**LITT2. LAND AT ICEN AND WEYSIDE FARMS**

- i) Land at Icen and Weyside Farms as shown on the policies map will be comprehensively redeveloped as an employment site subject to the implementation of an agreed landscape and design strategy.**
- ii) Development should not be of such a height or design to be visually intrusive in the Dorset AONB, and should create a positive image when viewed from the main highway network and relate positively to the Littlemoor Urban Extension.**

# Local Plan

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# Chickerell



## 10 Chickerell

### 10.1 INTRODUCTION

- 10.1.1 The town of Chickerell has grown considerably over the last few decades. To the south (but within the settlement) lie the Granby Industrial Estate, Lynch Lane Industrial Estate, Budmouth Technology College and the housing areas of Charlestown, Lanehouse (in part) and the edge of Westham. To the west is the Dorset Area of Outstanding Natural Beauty and the Heritage Coast, and also a number of caravan parks and military sites. The Fleet and Chesil Beach to the south are designated for their international nature conservation interest.
- 10.1.2 The total population of the parish is about 5,520. Chickerell has more jobs than economically active people, because of the local industrial estates, with most people coming from the adjoining borough of Weymouth and Portland. There is also continuing demand for affordable housing and employment land within Chickerell.

### 10.2 VISION FOR CHICKERELL

- 10.2.1 In 2031 Chickerell will:
- Continue to have a distinct identity separate from Weymouth;
  - Sit within an area of countryside and coast that are greatly valued for their landscape and wildlife interest;
  - Be a place where people and businesses want to locate and grow;
  - Have an increased range of local facilities, including a local food store of a scale appropriate to a local centre, although it will still look principally to Weymouth for some of its larger community infrastructure needs.

#### MAIN DEVELOPMENT OPPORTUNITIES

- 10.2.2 There are a number of developments due to take place that will help achieve this vision. Chickerell has the potential to develop further to meet its own needs and some of the needs of Weymouth and the south-eastern part of West Dorset. These opportunities include:
- Land at Putton Lane and Floods Yard – planning permission has been granted to develop the land off Putton Lane for housing, employment and community uses, and land at Floods Yard for housing;
  - Link Park off Chickerell Link Road – the site has planning permission for B class employment uses;
  - Land to the North of the Police Headquarters – the site has outline permission for B1 class employment uses;

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- Chickerell Urban Extension – provides scope for considerable development to the north and east of the town. The provision of a new school as part of this development would also potentially release the current school site for redevelopment.

10.2.3 The provision of a new food store of an appropriate scale, well related to existing or new residential areas, would improve provision for Chickerell residents without running the risk of attracting in customers from a wider catchment and impacting on the vitality of Weymouth Town Centre. This could potentially be delivered in conjunction with development at Putton Lane or the proposed Chickerell Urban Extension.

## 10.3 LAND AT PUTTON LANE AND FLOODS YARD

10.3.1 Land at Putton Lane has the potential to deliver new homes, B1 business floor space, a veterinary surgery, doctors' surgery, and community facilities to include open space, allotments, a multi-purpose community building and multi-use games area. Areas within the site are subject to flood risk and surface water drainage issues. Therefore sustainable drainage measures will need to be implemented to ensure that flood risk is not exacerbated elsewhere.

10.3.2 Land at Floods Yard and the adjoining area has permission for 58 new homes.

### CHIC1 LAND AT PUTTON LANE

- i) Land at Putton Lane as shown on the policies map is allocated for mixed uses including residential development. Sustainable drainage methods should be implemented to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere.**

## 10.4 LINK PARK

10.4.1 Planning permission has been granted for a new business park for B1, B2 & B8 uses off the Chickerell Link Road. As a key employment site, uses will be restricted to B classes and other employment uses.

## 10.5 LAND TO THE NORTH OF THE POLICE HEADQUARTERS

10.5.1 Outline planning permission has been granted for a new business park for seven B1 (light industrial or office) units on land to the north of the Police Headquarters. The site is adjoining a settlement and would form an extension to an existing employment area and therefore if this permission were to lapse, its future employment use would be considered favourably under Policy ECON1. It is not considered a suitable site for open market housing.

## 10.6 CHICKERELL URBAN EXTENSION

- 10.6.1 Land to the north and east of Chickerell has the potential to deliver around 820 new homes (approximately 350 homes on the northern site and 470 homes to the east). To ensure there is sufficient infrastructure to support this level of growth, the provision of new / improved community facilities will be required. This will include a new primary school, and should include provision of a local food store of a scale appropriate to a local centre if this has not been delivered on the site at Putton Lane. The provision of improved library facilities will also need to be considered in liaison with the Town Council and community organisation who has taken over responsibility for this local service from the County Council. These facilities should be located to be as accessible as possible to the rest of the town. The whole development will need to be designed to link into the centre of town and the wider countryside around.
- 10.6.2 On and off-site provision and contributions to community infrastructure will be sought in line with policy COM1 and secured through a section 106 legal agreement.
- 10.6.3 A new vehicular access onto the Chickerell Link Road will be required, linking through the development to School Hill and across to Floods Yard and onto Chickerell Hill. This will need to be able to accommodate a bus route and be phased with the development.
- 10.6.4 Green gaps between the southern and eastern edge of the town, the Chickerell Link Road and Weymouth Football Stadium will be maintained to retain the individual identity of the town. The strong hedgerow boundaries, historic tracks which criss-cross the area, and other natural vegetation, waterways and ponds should be retained wherever possible. The ridgeline to the north will need to be left undeveloped, and strategic planting should take place in advance of the development to reduce the impact of the development from wider views, particularly as it extends up to the higher ground. The site is in close proximity to a population of Great Crested Newts, a European Protected Species, therefore the development should provide additional habitat such as breeding ponds for the newts within the allocation or on adjacent land.
- 10.6.5 A small part of the site is susceptible to surface water flooding and so the drainage system design will need to manage any associated risk from surface water run off.

### CHIC2. CHICKERELL URBAN EXTENSION

- i) Land to the north and land to the east of Chickerell, as shown on the policies map, will be developed for housing and related community facilities. Small-scale employment uses may be provided within the site, appropriate to a mixed-use neighbourhood.
- ii) The development will deliver highway improvements necessary for the development to go ahead.



## **CHIC2. CHICKERELL URBAN EXTENSION (CONTINUED)**

- iii) The growth will be phased to deliver a steady rate of growth over at least a 10 year period through the development of:**
- **land to the north (to be developed for housing and public open space);**
  - **land to the east (to be developed for housing, public open space and to include a local food store of a scale appropriate to a local centre if there is still a need for such a facility, and securing land for a new primary school).**
- iv) Development should be in accordance with a masterplan for each area prepared by the developer / landowner in conjunction with the local community, Chickerell Town Council and Dorset County Council, and agreed by West Dorset District Council. In order to address sustainable development issues, the masterplan will need to be subject to a sustainability assessment, such as a BREEAM Communities Assessment, carried out by a suitably qualified assessor. The masterplan should ensure that:**
- **the development will be focused around a traditional street with frontage development connecting from the Chickerell Link Road to School Hill, and from School Hill to Chickerell Hill. The street should be able to accommodate a bus route. The development should also provide improved pedestrian /cycle links to Weymouth Town Centre and surrounding area;**
  - **strategic planting is carried out in advance of the site being developed, in accordance with an agreed strategic landscape phasing plan, to reduce the impact of the development on longer views particularly along the northern and eastern boundaries. This should include a connecting corridor of semi-natural green space along the eastern margin of the allocation and biodiversity enhancement. A network of open green spaces, for amenity /recreation and drainage purposes, should run through the development and link to the open countryside;**
  - **there is adequate on-site provision of community infrastructure;**
  - **areas prone to surface water flooding are kept free of built development and due consideration given to flood risk elsewhere.**

10.6.6 The retention of the school in its current, central location would be welcomed. However, if the Chickerell Urban Extension should secure the necessary school provision to serve the wider community, and the existing school site off Rashley Road then is deemed to be surplus to education requirements, this site can be re-used. If the facility is no longer needed as a community facility it may be redeveloped as an exception to normal policy retaining local community facilities and open space. The site is largely backed onto by existing residential development, and therefore is most suited to housing.

**CHIC3      LAND OFF RASHLEY ROAD**

- i) The existing primary school site off Rashley Road in Chickerell, as shown on the policies map, may be developed for housing, provided that a replacement school, including school playing fields, sufficient to serve Chickerell has been secured as part of the Chickerell Urban Extension.**

# Local Plan

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# Dorchester



## 11 Dorchester

### 11.1 INTRODUCTION

11.1.1 Dorchester is the county town of rural Dorset, with a population of approximately 19,060. It is the district's largest town and it has a significant demand for housing, employment and retail development, and a substantial affordable housing need.

11.1.2 The town currently also has around twice as many jobs (15,100) as it has economically active residents (7,680). Workers commute in from nearby towns (particularly Weymouth) and from the surrounding rural area. One of the challenges for the local plan is to try to improve the balance between housing and jobs in this area.

### 11.2 VISION FOR DORCHESTER

11.2.1 In 2031 Dorchester will:

- Be a quality county town with a significant offer of retail, health, cultural, leisure and community facilities;
- Have an attractive and vibrant sub-regional town centre that people come to enjoy, away from motor traffic;
- Have a more diverse local economy with good employment opportunities;
- be a place where more people can live and work locally, without having to commute;
- Have good quality transport links to the surrounding towns and rural area;
- Have a high standard of design that promotes the character and heritage that is special to Dorchester;
- Make the most of the surrounding countryside, including its links with Thomas Hardy, Maiden Castle and Kingston Maurward College.

#### MAIN DEVELOPMENT OPPORTUNITIES

11.2.2 There are a number of developments currently taking place that will help achieve this vision, and further proposals that should come forward within the plan period. These include:

- Poundbury urban extension - the continuation of the urban extension to the west of the town providing a mix of homes, jobs and community facilities;
- Town centre regeneration - the development of Charles Street is extending the town centre offer to include further retail and office development. There is potential for future town centre development on land off Trinity Street;
- Weymouth Avenue site - redevelopment of the brewery site as a mixed use site including new homes, a hotel, a new arts centre and new retail stores, as well as improvements to the railway station;

- Sites off St George's Road and Alington Avenue - planning permission has been given for the provision of housing in association with the extension of Lubbecke Way to St George's Road. Further development potential also exists on land to the south off St George's Road and Alington Avenue, either side of the railway line;
- Dorchester Transport & Environment Plan – will provide public realm enhancements in the town centre, and more appropriate traffic management. The successful delivery of this scheme is also linked to the provision of adequate park and ride facilities on the periphery of the town.

11.2.3 The existing and proposed sites outlined above provide development opportunities at Dorchester but fall short of meeting the needs for housing and employment towards the end of the plan period. However there are no easily deliverable sites for major growth. A proposal is therefore included for Crossways (a village to the east, connected to Dorchester by the railway line) which is contained in the following chapter. Options for meeting the future needs of Dorchester will be taken forward through a plan review to be put in place no later than 2021. The review will also reappraise development potential at Sherborne as it is one of the more sustainable settlements in the Plan area. For all settlements regard will be taken of proposals supported through the neighbourhood planning process.

11.2.4 Dorchester lies within the hydrological catchment area for Poole Harbour. It is known that any development within the Poole Harbour catchment may contribute to an increase in the discharge of nutrients into the harbour, largely through sewage treatment and disposal. This may cause excessive macro-algal growth within Poole Harbour, resulting in a significant adverse impact upon the internationally designated wildlife site. Development within Dorchester must be nitrate neutral in order to prevent additional nutrients entering Poole Harbour. For further information regarding this issue, please refer to policy ENV2.

## 11.3 POUNDBURY URBAN EXTENSION

11.3.1 Land within the line of the bypass at Poundbury was designated from the late 1980s to meet the long term needs of the town, including new homes, employment workspace, a new school, community, leisure and recreation facilities and public open space. The Poundbury Development Brief adopted in 2006 established a number of principles for development, based upon the local plan policies of that time and lessons learnt from the delivery of the earlier phases.

11.3.2 Outline permission was granted in December 2011 for the final phases of the development, permitting the erection of 1,200 new homes, a new 450 children primary school, 25,000m<sup>2</sup> of non-residential development and associated roads, drainage and other infrastructure. It is anticipated that this development will be completed in the early 2020s. The following policy reflects this delivery:

**DOR1 POUNDBURY MIXED USE DEVELOPMENT**

- i) Land at Poundbury (as shown on the policies map) will provide for the strategic growth of the town through a comprehensive mixed-use development of homes and businesses and associated community facilities.**
- ii) The development of the site will be in accordance with the Poundbury Development Brief (2006) and subject to:**
  - **the provision of pedestrian and cycle links within Poundbury and to the centre of Dorchester and to the surrounding areas including the countryside;**
  - **highway improvements identified as necessary for the development to go ahead, following a full transport assessment;**
  - **the provision of affordable housing and necessary education, community, leisure and recreation facilities (including both built facilities and public open space).**

11.3.3 The existing employment area south of the Parkway (known as Poundbury Parkway Farm Business site) is a well-contained site within the bypass and physically part of the town. The site has good road links and is located away from nearby homes and other potentially sensitive uses, and therefore provides an opportunity for less neighbourly business uses to be located in the area. There is scope to extend this site to the south-west. Although (like much of Poundbury) the site is within the Dorset Area of Outstanding Natural Beauty, any buildings should be sympathetically designed so that the development can be accommodated into the landscape without visual harm.

**DOR2. POUNDBURY PARKWAY FARM BUSINESS SITE EXTENSION**

- i) Land south-west of the Parkway Farm Business site (as shown on the policies map) is designated for non-neighbourly B2 and similar employment uses, subject to the provision of satisfactory design, landscaping and mitigation measures to reduce any adverse impacts to an acceptable level.**

**11.4 TOWN CENTRE REGENERATION**

11.4.1 The history of the town is evident in the layout of the area within the town walls of Roman Dorchester (Durnovaria), marked by tree-lined walks along the west, south and east sides of the town centre. Much of the built character is derived from Georgian times (as major fires in the 17th and 18th centuries burnt down most of the earlier buildings). Although the area needs to evolve with the times, its historic character is central to the success of the town.

# Local Plan

## **DOR3. DORCHESTER ROMAN TOWN AREA**

- i) Any development within the Roman Town Area, as shown on the policies map, should help reinforce the historic character of the area.**

11.4.2 The Charles Street project is moving ahead with the first phase (district council offices, library and adult learning centre) now complete. The second phase has outline permission for a mixed-use development that includes new shops, car parking spaces, affordable homes, and a hotel.

## **DOR4. CHARLES STREET**

- i) Land at Charles Street, Dorchester, as identified on the policies map, is a key town centre site, to deliver significant new retail development with ancillary mixed uses. The development of the site will include a significant element of public car parking and provide improved pedestrian links to South Street.**
- ii) On completion, the site will form part of the primary shopping area.**

11.4.3 The development of Charles Street will provide a significant boost in the retail floorspace available in the town centre. There is scope for further expansion of the primary shopping area for the later phases of the plan period through the redevelopment of land to the west of Trinity Street. The amount of land included within any scheme will be dependent on land assembly costs and scheme viability, together with an appropriate amount of car parking. Creating a stronger frontage on to Trinity Street would be a positive redevelopment benefit. Upper floors of any new development could be suited to a mix of residential and other town centre uses.

## **DOR5. FUTURE TOWN CENTRE EXPANSION**

- i) Land off Trinity Street, as identified on the policies map, will be the preferred location for future retail expansion of the primary shopping area. Any scheme will need to retain an appropriate amount of public car parking.**

## **11.5 WEYMOUTH AVENUE BREWERY SITE**

11.5.1 The former brewery site and adjoining land at Weymouth Avenue has planning permission for a comprehensive mixed-use scheme, and is under construction. A development brief for this site has been produced and many of its guiding principles remain relevant.



## **DOR6. WEYMOUTH AVENUE BREWERY SITE**

- i) The former Brewery site and adjoining land at Weymouth Avenue (as shown on the policies map) is an important area linking the town centre to the railway station. The development of the site will be guided by the Weymouth Avenue Development Brief (2004) and will include the delivery of:**
- **a mix of homes, businesses and community facilities, including an arts centre, hotel and limited retail appropriate to its location outside the town centre;**
  - **a transport interchange facility to enhance the use of the railway station;**
  - **effective open spaces and pedestrian and cycling links through the site and connecting with adjoining areas, including from Dorchester South Station to South Street.**

## **11.6 SITES OFF ST GEORGE'S ROAD AND ALINGTON AVENUE**

**11.6.1** Land at Red Cow Farm off St George's Road has been granted permission for 54 new homes, allotments and 6 light industrial units. The development is dependent on the extension to Lubbecke Way linking it to St. George's Road.

## **DOR7. RED COW FARM, ST GEORGE'S ROAD**

- i) Land at St. George's Road Dorchester is allocated for new homes and employment development. The development will include the provision of an extension of Lubbecke Way linking it into St. George's Road.**

**11.6.2** Land south of St George's Way, adjoining the bypass, could provide an additional site for housing (subject to suitable noise and odour mitigation from the bypass and nearby sewage treatment works), or employment. There is a woodland belt either side of the bypass, and dense vegetation along the site boundaries with adjoining land. Public rights of way run along the site boundaries linking to the wider network.

## **DOR8. LAND SOUTH OF ST GEORGE'S ROAD**

- i) Land South of St George's Road, as shown on the policies map, is allocated for housing and/or employment use. Any development should not have a significant impact on the amenity of nearby residential properties. A landscape strategy will be required to ensure that there is no significant adverse impact on wider landscape views, and that public rights of way linking to the wider network are retained.**

# Local Plan

- 11.6.3 There is also potential for the two areas of undeveloped land south of the railway, off Alington Avenue, to be developed for housing, subject to suitable landscaping and noise mitigation.

## **DOR9. LAND OFF ALINGTON AVENUE**

- i) Land off Alington Avenue, as shown on the policies map, is allocated for housing. A landscape strategy will be required to ensure that there is no significant adverse impact on wider landscape views.**

## 11.7 DORCHESTER TRANSPORT AND ENVIRONMENT PLAN

- 11.7.1 Traffic through the centre of Dorchester has returned to the same levels experienced before the bypass was opened. With this amount of traffic, there are problems with air pollution (and an Air Quality Management Area has now been designated), conflicts between vehicles and pedestrians and a knock-on impact on the quality of (and people's experience of) the town centre.
- 11.7.2 A Dorchester Transport and Environment Plan (DTEP) has been devised in consultation with the local community. Its objectives include supporting the economic prosperity of the town, reducing through traffic, and providing a higher quality environment (both in terms of the historic fabric of the town and for pedestrians, cyclists, the elderly and disabled). The reduction in traffic using High East and High West Street is one way in which the air quality issues can be managed. These improvements should be achieved while still making sure that there is accessible car parking for shoppers, residents and essential users, and maintaining access for emergency, servicing and public transport. A simple but quality approach to design is called for, so as not to distract from the high quality historic buildings.
- 11.7.3 Key to its success is the reduction of east-west traffic along High East Street and High West Street, to create opportunities to enhance public space in the town centre. Improvements and changes are also needed at the Top O' Town roundabout, the Fiveways junction at the southern end of South Street, and at the junctions at Maumbury Rings and Great Western Cross. The scheme needs to reflect the needs of both local residents and workers and the needs of the wider rural communities that the town serves, as well as making provision for other visitors to the town.
- 11.7.4 The provision of a new larger park and ride site on the outskirts of the town will help achieve these objectives. A study of traffic movements around the town indicates that, if delivered as a single site (which is more feasible), the site should be located between Monkey's Jump and Stadium roundabouts to capture the main commuting flows. The preferred site is on land to the south of Stadium Roundabout, which is within the Dorset Area of Outstanding Natural Beauty. However, the public interest of delivering the scheme and the lack of suitable, available alternative options outside the designated landscape are

considered to be sufficient to justify the allocation within the Area of Outstanding Natural Beauty.

**DOR10 DORCHESTER TRANSPORT AND ENVIRONMENT PLAN**

- i) The Dorchester Transport and Environment Plan will be implemented in the plan period. Any development that would significantly undermine its delivery will not be permitted.**
- ii) Land to the south of Stadium Roundabout (as shown on the policies map) is allocated for a park and ride site.**

# Local Plan

West Dorset, Weymouth & Portland Local Plan 2015

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# Crossways



## 12 Crossways

### 12.1 INTRODUCTION

12.1.1 Crossways is a large village that has a comparatively short history, developing from a World War 2 fighter base which operated until 1946, and then becoming an important area for sand and gravel extraction. It now has a population of just over 2,260. The village has a range of local services, though their provision has not always kept pace with development. These facilities are also dispersed around the village, and the village lacks a defined centre. Recent development has provided opportunities to improve the local facilities, including a new first school.

12.1.2 Due to the relatively unconstrained nature of the available land around the village, Crossways has the potential for a significant scale of development. Moreton Station within the adjoining parish of Moreton in Purbeck is on the Weymouth to Waterloo railway line and provides an opportunity for public transport accessibility to jobs, shops and services.

### 12.2 VISION FOR CROSSWAYS

12.2.1 In 2031 Crossways:

- will have a reasonable balance of homes, jobs and community facilities;
- will have a strong sense of identity and place, as one of the larger Dorset villages, reflecting its unique history;
- will have good links to Dorchester, including taking advantage of the opportunities of its proximity to a frequent rail service.

#### MAIN DEVELOPMENT OPPORTUNITIES

12.2.2 There are a number of sites around Crossways which provide opportunities for significant development. These include:

- Land to the north – adjoining the most recent area of development at Woodsford Fields and leading up to the railway line, with the potential to link to the station in the adjoining district of Purbeck;
- Land to the south-east – to the east of Warmwell Road. This development has the potential to focus community facilities in a central location. The function of the Warmwell Road within the village will need to be carefully considered;
- Land to the south-west – land to the southern side of the link road to Dorchester is more segregated from the heart of the village, but does provide a good location for employment.

12.2.3 Only the site to the south-east has been allocated for development in the plan period to 2031.

## 12.3 LAND AT CROSSWAYS

- 12.3.1 Development of land around Crossways provides a unique opportunity to enhance the character of the settlement and provide more of a community focus. The provision of additional employment and community facilities in conjunction with any housing development is important to increase the village's relative self-containment and reduce the need to travel. Development should also take advantage of the village's proximity to the railway line, and provide safer pedestrian and cycle access to it. Land to the south east of the existing village, on the southern side of the Warmwell Road, has been identified as the most appropriate location for growth. The development could deliver in the region of 500 new homes and a minimum of 3.5 ha for employment. In terms of the distribution of uses, the area to the north-east is likely to be more suited to employment uses as a key employment site. Opportunities for district heating networks along with other sustainable development issues for the site should be explored through a nationally recognised assessment, such as BREEAM Communities.
- 12.3.2 There are internationally protected heathlands in the wider surrounding area and it will be essential that any adverse impacts from additional recreational pressure are avoided. Sufficient attractive informal recreation land will need to be made available within easy walking distance of the development, through the provision of a strategic network of green spaces. There are also designated and non-designated heritage assets either on or close to the site. Just outside the allocation, the earthworks of Bowley's Camp Scheduled Monument is present within Bowley's Plantation. Old maps show that the above-ground embankments of the monument originally extended westwards onto the allocated site. The setting of this heritage asset and the impact of development upon its significance, must be taken into consideration and be used to inform the distribution and scale of built form on the site. There are also opportunities to enhance the public understanding of the monument.
- 12.3.3 Although development in this area can come forward, further work is required to properly plan the development, including the necessary phasing of infrastructure. In addition, there are potentially viable deposits of sand and gravel around Crossways and these will need to be safeguarded from sterilisation by the development. Work will be needed to establish if any viable mineral deposits will be affected and there is the possibility of prior extraction.
- 12.3.4 On and off-site provision and contributions to community infrastructure will be sought in line with policy COM1 and secured through a section 106 legal agreement.
- 12.3.5 In terms of the development site identified in CRS1, cross-boundary cooperation with Purbeck District Council is needed to ensure that the road and rail connections and impact on nearby heathlands is reflected in both local plans. Looking to the future, a Partial Review of the Purbeck Local Plan has recently commenced and West Dorset, Weymouth and Portland Councils will work closely with Purbeck District Council to ensure that any development opportunities in the Crossways and Moreton Station area are fully coordinated through joint masterplanning work.

## **CRS1. LAND AT CROSSWAYS**

- i) Land at Crossways, as shown on the policies map, will provide for a comprehensive mixed-use development to include new homes, local community facilities and at least 3.5ha of employment land.**
- ii) The development will be required to mitigate any adverse effects upon internationally designated heathlands.**
- iii) The development will be required to incorporate measures to secure effective avoidance and mitigation of any potential adverse effect of additional nutrient loading upon the Poole Harbour internationally designated sites.**
- iv) The development will deliver highway improvements necessary for the development to go ahead. The site should be developed in accordance with a comprehensive masterplan for the development prepared by the developer / landowner in conjunction with Crossways Parish Council, adjoining parish councils, Dorset County Council, Purbeck District Council, Network Rail and the local community, and agreed by West Dorset District Council. In order to address sustainable development issues, the masterplan will need to be subject to a sustainability assessment, such as a BREEAM Communities Assessment, carried out by a suitably qualified assessor. The masterplan should ensure that:**
  - There is an appropriate mix and layout of uses, including community facilities within the village and there is adequate provision of community infrastructure;**
  - The layout secures opportunities to provide improved access and recreational use and promote biodiversity within a network of spaces. This will include the provision and location of Suitable Alternative Natural Green Space (SANGS);**
  - Good links to the wider footpath and cycle network are provided through the village. This should include pedestrian/cycle links to Moreton station;**
  - The design and layout relates positively to the surrounding area, enhances local character and does not have an adverse impact on the landscape setting of the village;**
  - Existing hedgerows, trees and woodland within the development are retained where possible and provision for their future retention and management put in place;**



**CRS1. LAND AT CROSSWAYS (CONTINUED)**

- Sustainable drainage methods are implemented to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere;
- The development is appropriately phased;
- The layout of the development protects and preserves the significance of Bowley's Camp scheduled monument.

**CRS2 LAND AROUND CROSSWAYS**

- i) The district council will work with Purbeck District Council, Crossways Parish Council, adjoining Parish Councils, Dorset County Council and Network Rail to undertake joint evidence gathering, including on constraints to ensure that over the long term, the most appropriate solutions to meeting the needs of both authorities are fully understood and explored and thereafter expressed in future planning policy documents, including masterplanning work.



# Bridport



## 13 Bridport

### 13.1 INTRODUCTION

- 13.1.1 Bridport (including the adjoining parishes that form part of the built area of the town) has a population of over 13,000, and is the second largest town in West Dorset. There is a significant demand for housing, employment and retail development, including a substantial affordable housing need. Bridport is also the service centre for a large surrounding rural area in the west of the district. It is relatively self-contained with a good balance between jobs and housing.
- 13.1.2 Bridport has a strong industrial heritage of rope making that goes back at least as far as Roman times. Net and rope making is still carried out in the town but is less extensive than it was. Some of the 19th and early 20th century buildings associated with rope and net works remain in the town, and the tradition is reflected in the long linear plots that were once rope walks. This industrial archaeology has been identified as being of national importance by Historic England.
- 13.1.3 Bridport is located within the Dorset Area of Outstanding Natural Beauty and it is a major challenge for the Local Plan to protect the countryside views, river valleys and green spaces that form an essential part of the town's character, while at the same time providing for development to meet the town's needs and maintaining the balance between jobs and housing.

### 13.2 VISION FOR BRIDPORT

- 13.2.1 In 2031 Bridport will:
- still be seen as a working town with a good balance between housing and jobs and a vibrant town centre providing shopping, cultural and other facilities to the rural hinterland;
  - focus development on meeting local needs for jobs and housing, providing opportunities for young people to stay in the area and exploring innovative and sustainable ways of meeting these needs;
  - have protected the surrounding nationally-designated landscape and floodplain, along with the countryside views and green spaces that contribute significantly to the town's character;
  - have made sure that development recognises the key features that make Bridport special, such as the rope and net-making legacy, the river corridors through the heart of the town that link to the coast, and the surrounding hills with their crowns of trees
  - be a low impact sustainable town, building on its reputation for local food and produce, developing sustainable tourism, and encouraging alternatives to the private car.

## MAIN DEVELOPMENT OPPORTUNITIES

- 13.2.2 There is very little in the way of development currently taking place in the Bridport area to help achieve this vision. New allocations are required to meet the development needs of the town. A number have been identified that should come forward within the plan period and these include:
- Vearse Farm urban extension to the west of Bridport – which has the capacity for a mixture of homes, jobs and community facilities, including about 760 homes and approximately 4ha employment land. The provision of a new school will also eventually allow the existing school site to be re-developed;
  - The relocation of Dorset County Council social services and highway depot will allow their sites to be redeveloped in accordance with the generic policies in this plan (these sites lie within the defined development boundary north of the Crown Inn roundabout);
  - Land east of Bredy Veterinary Centre – is a small site that could come forward within the early part of the plan period, with the capacity for about 40 homes;
  - Bridport Town Centre – there is potential for future town centre expansion, to include further retail and office development, on to the Rope Walks car park or the Coach Station area. Just outside the town centre, the regeneration of St Michael’s Trading Estate is also highlighted, where mixed use redevelopment will help to secure the retention of the historic buildings and provide local jobs.
- 13.2.3 Land to the south of Shoe Lane off Sea Road North (adjoining St Andrews Trading Estate) was previously allocated for employment but has not been developed due to abnormal land costs. Whilst there is no objection in principle for the site being developed, its deliverability remains questionable (and there is no suitable access for alternative uses such as housing), and for this reason the site is not considered suitable for allocation. However, it is intended to retain the site within the Defined Development Boundary of the town, to reflect the suitability for development if and when it becomes economically viable.

### 13.3 VEARSE FARM URBAN EXTENSION

- 13.3.1 Land at Vearse Farm, within the line of the bypass, is designated to meet the long term needs of the town, with new homes, employment workspace and community facilities, including a new school, leisure and recreation facilities and public open space. It is close to the town centre with potentially good pedestrian and cycle connections. The site is relatively well contained in wider views of the town from all directions, and there are some well-established hedgerows within and around the perimeter of the site that should be retained, reinforced and managed as part of any development. The developable area of the site is limited by the floodplain of the River Symene, surface water drainage, its proximity to the bypass and rising land to the south.
- 13.3.2 This area could deliver about 760 new homes and approximately 4ha employment land. Delivery will be phased over 10 or more years, with the intention of providing in the region of 100 homes a year with an equivalent proportion of employment workspace and

community facilities. This level of growth will require the expansion of local primary school provision which cannot easily be done on the existing school sites in the Bridport school catchment. As such, a replacement school site for a two-form entry primary school will need to be included in the urban extension. Some of the employment land should be set aside for 'affordable' community-led business development such as small start up units (on a similar basis to affordable housing as a percentage of open market employment provision). There is also the potential to explore the concept of including a community farm on the site and a replacement facility for Sydney Gale House residential care home run by Dorset County Council.

- 13.3.3 Appropriate energy solutions, including opportunities for district heating networks between the employment and residential uses should be explored. Vearse Farmhouse is a Grade II listed building and there are a number of heritage assets (including Scheduled Monuments) close to, and visible from the site. For example the Bridport Conservation Area (including part of the Skilling estate) is close to the site as are Grade I and Grade II\* listed buildings. These include St Mary's Church (Grade I), Town Hall (Grade I), Downe Hall (Grade II\*), and St Swithun (Grade II\*) in North Allington. The setting of these heritage assets and the impact of development upon their significance, must be taken into consideration and be used to inform the distribution and scale of built form on the site.
- 13.3.4 The land could be developed in phases, with the north-eastern parts of the site nearest to the town centre in the earliest housing phase. The floodplain of the River Symene and other areas prone to surface water flooding will be kept clear of development. The area in the far north-west of the site, which is more suited to less neighbourly employment uses, will be identified as a key employment site. This area could also benefit from direct access onto the B3162 West Road. Improvements to the junction of West Road with the A35 at Miles Cross will be required and additional traffic along West Allington may need more localised traffic management. On and off-site provision and contributions to community infrastructure will be sought in line with policy COM1 and secured through a section 106 legal agreement.

## **BRID1. LAND AT VEARSE FARM**

- i) Land at Vearse Farm (as shown on the policies map) will provide for the strategic growth of Bridport through a comprehensive mixed-use development, to include new homes, local community facilities (including land for a two-form entry primary school) and at least 4 hectares of employment land.**
- ii) Delivery will be phased with the intention of providing in the region of 100 homes a year with an equivalent proportion of employment workspace and community facilities.**
- iii) The main employment area will be designated as a key employment site and should be accessed directly from the B3162 West Road.**

## **BRID1. LAND AT VEARSE FARM (CONTINUED)**

- iv) The development will deliver highway improvements necessary for the development to go ahead, including improvements to the Miles Cross junction of the A35 with the B3162 West Road.**
- v) The development will provide footway/cycleway links from the site into Bridport town centre and to the surrounding areas, including the countryside and coast.**
- vi) The floodplain of the River Symene where it flows through the site and other areas prone to surface water flooding, will be kept free of buildings.**
- vii) Adequate noise mitigation measures will be provided to protect the amenity of future occupiers from vehicle and road noise generated by the A35 Bridport Bypass.**
- viii) The site should be developed in accordance with a masterplan prepared by the developer / landowner in conjunction with Symondsburry Parish Council, Dorset County Council, Bridport Town Council and the local community, and agreed by West Dorset District Council. In order to address sustainable development issues, the masterplan will need to be subject to a sustainability assessment, such as a BREEAM Communities Assessment, carried out by a suitably qualified assessor. The masterplan should ensure that:**
  - the design and layout relates positively to the surrounding area and does not have an adverse impact on the surrounding landscape and the setting of the town;**
  - an area of the site is reserved for a two-form entry primary school;**
  - there is adequate on-site provision of community infrastructure;**
  - the layout secures opportunities to provide improved access and recreational use and promote biodiversity within a network of spaces. The floodplain of the River Symene and the rising land to the south of the site will remain undeveloped and be managed appropriately for the long-term benefit of the local community and wildlife;**
  - good links to the wider footpath and cycle network are provided through the site;**
  - the layout allows for at least two points of vehicular access into the development from the public highway, and for a bus route through the site. Primary vehicular access should only be from the B3162, West Road (with the exception of emergency vehicles / public transport);**

**BRID1. LAND AT VEARSE FARM (CONTINUED)**

- **strategic planting around the south and west perimeters of the site is carried out in advance of the site being developed. Existing hedgerows should be retained where possible and provision for their future retention and management put in place;**
- **an area of the site is reserved for employment uses that are less suited to being mixed with residential, and the location and layout of all uses has regard to safeguarding the residential amenity of nearby properties;**
- **the development is appropriately phased to ensure necessary infrastructure and mitigation measures are delivered in advance of occupation.**

13.3.5 Dorset County Council is reviewing provision of additional education capacity across the Bridport area, and the outcomes of this review will finalise whether the new two form entry school site on Vearse Farm is a replacement for an existing Bridport pyramid primary school or a new institution. If St Mary's Primary School is identified for replacement as part of this review, this will mean that the current site would become available for re-use or redevelopment. If the facility is no longer needed, the land outside the floodplain may be redeveloped for housing as an exception to normal policy retaining local community facilities and open space.

**BRID2. LAND OFF SKILLING HILL ROAD**

- The existing primary school site off Skilling Hill Road in Bridport, as shown on the policies map, may be developed for housing, provided that the Dorset County Council education review identifies the Vearse Farm School site as a replacement school for St. Mary's Primary, their playing fields and the associated children's centre.**

**13.4 LAND TO THE EAST OF BREDY VETERINARY CENTRE, OFF JESSOPP AVENUE**

13.4.1 This area is currently unmanaged waste ground but has good access to the strategic highway network and could be more productively used. There is an attractive row of mature beech trees and a public right of way along the southern boundary. The site lies outside the flood plain, which is also valued for its amenity, recreation and wildlife benefits, and development will also need to respond well to this green corridor. Species such as water voles and otters are currently using the bankside habitat alongside this allocation and a badger sett is found on site. The existing buffer between the development and river is ten metres wide and would provide a minimum functional wildlife corridor that will protect riverside vegetation and allow access through the site by otters, etc. However, a wider corridor would provide more space for establishing an appropriate interface between the

built development and the wildlife corridor. It will also provide opportunities for improving riverside public access without compromising wildlife value. The layout of the development will therefore need to exploit opportunities to enlarge the existing buffer and provide high quality green infrastructure along the river corridor. There are a number of heritage assets (including Scheduled Monuments) close to, and visible from, the site. For example the site is visible from the Bridport Conservation Area and opposite listed buildings. The site is in the Asker river valley which is historic floodplain pasture and is therefore considered to be a non-designated asset. The site also adjoins historic rights of way which include the continuation of Long's Lane (on the southern boundary), which links to St Andrew's Road within the Conservation Area. This rural route was in existence at least before the arrival of the railway in the 1850s. The setting of these heritage assets, and the impact of development upon their significance, must be taken into consideration and used to inform the distribution and scale of built form on the site. Highway improvements may be needed to the right hand turn lane off Sea Road North and East Street roundabout.

**BRID3. LAND TO THE EAST OF BREDY VETERINARY CENTRE, OFF JESSOPP AVENUE**

- i) Land to the east of Bredy Veterinary Centre, off Jessopp Avenue (as shown on the policies map) is allocated for housing.**
- ii) The development of the site will require a positive frontage onto Sea Road North and Jessopp Avenue. The boundary of the site with the river meadow areas will need sympathetic treatment, either through appropriate planting or a positive frontage. This should ensure that the riverside wildlife corridor along the banks of the Askers River is protected and enhanced with improved public access.**
- iii) The row of mature beech trees along the southern boundary of the site and public rights of way should be retained.**

## 13.5 BRIDPORT TOWN CENTRE

13.5.1 Within Bridport there is likely to be a need for more comparison retail space than can be accommodated in the town centre by the end of the plan period. When this need arises, two possible sites have been identified as being appropriate for the expansion of town centre uses. These are the public car parks at Rope Walks and the area surrounding the Tannery Road Bus Station. The provision of public car parking close to the town centre is, however, also important to its continuing success, and therefore any development will need to take this into account.

13.5.2 Some of these areas do not currently have active frontages onto the street (particularly where buildings have been demolished and replaced by surface car parks), and it is important that the opportunity is taken to redress this loss. Any redevelopment of the



Tannery Road area should not compromise the opportunity to create a community-based transport hub for Bridport.

**BRID4 FUTURE TOWN CENTRE EXPANSION**

- i) Land at Rope Walks and Coach Station Car Park, as identified on the policies map, will be the preferred location for future expansion of the town centre area. Any scheme will need to retain an appropriate amount of public car parking.**

**13.6 ST. MICHAEL'S TRADING ESTATE**

13.6.1 The regeneration of St. Michael's Trading Estate is important to secure a viable future for both its historic buildings and the small-scale employment opportunities it provides for local businesses. The inclusion of residential development could help bring forward a viable scheme. Securing public access along the attractive riverside edge would also be a benefit. Supplementary planning guidance for this area was adopted in 2002.

13.6.2 There are a number of protected species that use the river and the bankside areas, which form part of a wider green network through Bridport. The development should not cause harm to this important corridor. The riverside walk should include provision for the enhancement of habitats along the length of the river corridor, including on St Michael's Island.

**BRID5 ST. MICHAEL'S TRADING ESTATE**

- i) St. Michael's Trading Estate (as shown on the policies map) is designated for a comprehensive mixed-use development, subject to:**
- **the retention and restoration of buildings of historic interest;**
  - **ensuring the maintenance or enhancement of employment opportunities;**
  - **respecting the character of the conservation area, including the historic plot patterns;**
  - **the provision of a riverside walk;**
  - **the provision for a wildlife corridor along the River Brit, including St Michael's Island.**

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# Beaminster



## 14 Beaminster

### 14.1 INTRODUCTION

- 14.1.1 Beaminster is a small rural market town, located wholly within the Dorset Area of Outstanding Natural Beauty. It has a population of just over 3,000 and provides services and facilities to the surrounding rural area. It has a secondary school, a range of local shops and community facilities in its town centre, and some significant local businesses.
- 14.1.2 The historic routes and plot patterns radiate out from the small market square, and these, together with the local building materials, exert a strong influence over the character of the town.

### 14.2 A VISION FOR BEAMINSTER

- 14.2.1 In 2031 Beaminster will:
- retain its attractive historic character and respect the beauty of the surrounding countryside whilst developing on a small scale, primarily to meet local needs for housing, employment and community facilities;
  - improve accessibility to facilities and continue its role as a local service centre to surrounding villages.

#### MAIN DEVELOPMENT OPPORTUNITIES

- 14.2.2 Opportunities for development at Beaminster include:
- Land to the north of Broadwindsor Road, west of Beaminster, has the capacity to provide around 120 homes and approximately 0.5 ha employment land;
  - Land at Land End Farm off Tunnel Road, north of Beaminster, has the potential to provide 0.7 ha of employment land.

### 14.3 LAND TO THE NORTH OF BROADWINDSOR ROAD

- 14.3.1 Land to the north of Broadwindsor Road was previously allocated in the 2006 local plan for employment use, but development did not come forward due to viability issues. Views into the site from the Wessex Ridgeway which runs to the south means that substantial strategic landscaping is needed. The site has been enlarged to better relate to the best location for the strategic planting, and could deliver about 120 homes and approximately 0.5 ha employment land. Live-work units would be supported as part of this development. The north-eastern section is potentially more suited to employment uses to provide a buffer to the existing industrial units, although the wooded river channel already provides an element of screening. This wooded area also provides a valuable linear wildlife habitat that should be protected as part of any development on the site, by incorporating a suitably wide green buffer zone (likely to be at least 10 metres wide). There is also potential noise

from the grain drying store to the south which will need to be taken into account in the layout and design of buildings.

- 14.3.2 There are a number of heritage assets (including Scheduled Monuments) close to, and / or visible from the site. For example, the site is opposite the Grade II listed Lower Barrowfield Farmhouse. Other Grade II listed buildings could be affected to varying degrees such as Horn Park Farmhouse, Horn Park and the entrances to Horn Hill Tunnel. There is also a Roman fort on Waddon Hill and more local names such as 'Barrowfield' and 'Longbarrow Lane' suggest that there are pre-historic monuments in the locality together with other non-designated assets. The setting of these heritage assets and the impact of the development upon their significance, must be taken into consideration and used to inform the distribution and scale of built form on the site.

## **BEAM1 LAND TO THE NORTH OF BROADWINDSOR ROAD**

- i) Land to the north of Broadwindsor Road, as shown on the policies map, is allocated for housing, employment and public open space.**
- ii) The development will include structural woodland planting along the western and northern boundaries, and existing trees and hedgerows within and around the boundaries of the site, should be retained where possible. The development will also ensure the protection of the wildlife interest of the wooded river channel along the eastern boundary of the site.**
- iii) The development should create a positive frontage onto Broadwindsor Road, with parking and servicing requirements within the site.**
- iv) The development will provide a safe and attractive pedestrian route into the town centre, which should include a footway along the Broadwindsor Road.**

## **14.4 LAND AT LANE END FARM**

14.4.1 Land to the north of Beaminster at Lane End Farm is slightly separate from the town, and as such would not be suitable for new housing. However employment uses may be appropriate if carefully managed, and this area has the potential to deliver up to 0.7ha of employment land. There is no pavement along this section of Tunnel Road, although there is sufficient highway verge to provide a pedestrian link to the town.

14.4.2 The surrounding land does rise up to overlook the site and the northern part is more elevated and exposed. The farmhouse building forms a distinctive feature in the wider landscape. The site boundaries and bridleway track are defined by mature hedgerows with occasional hedgerow oak trees. There is a minor watercourse along the eastern boundary and the south-east part is within a high flood risk zone and will need to be excluded from any development. A suitably wide wildlife corridor should be retained next to the river.

- 14.4.3 If development is brought forward in phases, preference will be given to developing the southern portion of the site nearest the town first.

**BEAM2. LAND AT LANE END FARM**

- i) Land to the north of Beaminster off Tunnel Road at Lane End Farm, as shown on the policies map, is allocated for employment.**
- ii) The development should retain and enhance the existing hedgerows, hedge banks and streamside vegetation, and provide a riverside wildlife corridor.**
- iii) The development will need to secure the delivery of a footway link to the town.**

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# Lyme Regis





## 15 Lyme Regis

### 15.1 INTRODUCTION

- 15.1.1 Lyme Regis is a historic coastal town and one of Dorset's principal tourist resorts. It became well known in the early nineteenth century for the discovery of fossils, and today is an important centre for visitors to the World Heritage Coast. It has a resident population of around 3,670. The town lies entirely within the Dorset Area of Outstanding Natural Beauty and is also constrained by land instability. The Shoreline Management Plan identifies the town as a location that should continue to be defended, and additional coastal defence works are planned.
- 15.1.2 The town lies on the Devon / Dorset boundary, with the settlement of Uplyme (in East Devon) very close by. Challenges for the Local Plan include taking advantage of the economic benefits of tourism and the World Heritage Site location, while meeting the local needs for affordable housing and jobs, and protecting the town's unique character and environment.

### 15.2 A VISION FOR LYME REGIS

- 15.2.1 In 2031, Lyme Regis will:
- retain its unique coastal character while developing to meet local needs (as far as is possible within the various constraints on development), with a focus on affordable housing, so as to retain a viable mixed-age community;
  - develop its role as a visitor and educational centre on the World Heritage Coast, with a strong identity based on its geological heritage and fossil interests;
  - tackle transport issues through effective traffic management;
  - adapt to the effects of global warming, due to the town's position on an unstable coastline;
  - have a positive relationship with the nearby village of Uplyme, with the two communities working together to meet their needs.

#### MAIN DEVELOPMENT OPPORTUNITIES

- 15.2.2 Development opportunities in and around Lyme Regis are limited due to land instability, highway and landscape constraints. The development opportunities include:
- Land south of Colway Lane, Lyme Regis - the continuation of an extant permission will provide a further 50 houses;
  - Land at Woodberry Down, north of Lyme Regis has the capacity to provide about 90 homes and retain some local employment opportunities.
- 15.2.3 Further opportunities around Lyme Regis, including land in East Devon will need to be explored.

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## 15.3 LAND AT WOODBERRY DOWN

- 15.3.1 Land at Woodberry Down was previously allocated for employment and housing in the 2006 Local Plan. However, an enlarged allocation could deliver up to 90 homes, and ensures that a more comprehensive approach to the adjoining areas is considered. Any development will need to address the future of the existing buildings on the site and loss of private playing fields.
- 15.3.2 The site is within the Dorset Area of Outstanding Natural Beauty, but is visually contained to the north, east and south and set against a backdrop of static caravans. Tree and hedge planting will be required along the north and western edges of the site before the site is developed. The site is steeply sloping in places and in an unstable area, which will be exacerbated by the springs on the site. This will inevitably add to the construction costs. There is the opportunity on this site to use innovative light weight structures, combined with a more contemporary design.
- 15.3.3 Vehicular access to the site via Pine Ridge would be acceptable, subject to the eastern end of Colway Lane being retained as a cycle / footway only.

### **LYME1. LAND AT WOODBERRY DOWN**

- i) Land at Woodberry Down, Lyme Regis, as shown on the policies map, is allocated for housing and the retention of existing employment.**
- ii) Development will require tree and hedge planting along the north and western edges of the site in advance of the site being developed, and existing trees and hedgerows on the site should be retained where possible.**

## 15.4 FURTHER OPPORTUNITIES AROUND LYME REGIS

- 15.4.1 The coastal town of Lyme Regis, in West Dorset, lies close to Uplyme in East Devon. The East Devon and Dorset AONBs abut one another, sweeping over both settlements and the surrounding countryside, and there are also constraints of land instability and highway access that limit development potential in and at both Uplyme and Lyme Regis. Whilst not quantified through a formal local housing and employment needs assessment, there is a local expression of need for housing and employment in Lyme Regis, though at Uplyme, as set out in the emerging East Devon Local Plan, local aspirations for development are modest.
- 15.4.2 West Dorset District Council will work with East Devon District Council, Lyme Regis Town Council and Uplyme Parish Council (and the County Councils and other partners) to ensure over the long term that the most appropriate solutions to meeting local needs of both communities are fully understood and explored and thereafter expressed in future policy documents, including neighbourhood plans. In terms of future development patterns, Lyme

Regis and Uplyme are considered to be suitable only for limited local growth, rather than strategic or significant growth.

**LYME2. LAND AROUND LYME REGIS**

- i) The district council will work with East Devon District Council, Lyme Regis Town Council and Uplyme Parish Council to undertake joint evidence gathering, including on constraints, and if necessary bring forward proposals of an appropriate scale to support the long-term growth of Lyme Regis and Uplyme.**

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# Sherborne



## 16 Sherborne

### 16.1 INTRODUCTION

16.1.1 The northern area of the district is centred on the historic market town of Sherborne. The area has strong links with Yeovil (in South Somerset) to the west, but also good connections with Dorchester to the south, Wincanton (also in South Somerset) to the north, and Sturminster Newton and Shaftesbury (both in North Dorset) to the east.

### 16.2 VISION FOR SHERBORNE

16.2.1 In 2031 Sherborne will:

- conserve and enhance the outstanding historic and cultural character of the town and its landscape setting;
- have a thriving arts and cultural offer;
- use the historic interest, arts and cultural activities as a basis for local tourism, with the town becoming a key inland visitor destination;
- have a better balance of housing and jobs;
- have improved accessibility to public transport with enhanced traffic management;
- be a place where residents of all ages are given the opportunity to use a wide range of community facilities;
- continue to benefit from the important national and international educational establishments in the town;
- support high quality design in the built environment;
- continue to maintain a physical and visual separation from Yeovil.

#### MAIN DEVELOPMENT OPPORTUNITIES

16.2.2 There are a number of developments either previously allocated in the 2006 Local Plan or with the benefit of planning permission that will help achieve this vision, and further proposals that should come forward within the plan period. These include:

- Land at Barton Farm – an allocation in the 2006 Local Plan for housing, employment and community uses, that has outline permission;
- Town Centre Regeneration – land to the rear of Sherborne House has planning permission for 44 new homes. Redevelopment of the former tennis courts as a new arts centre with access off the Old Market Place (to the rear of Cheap Street) has also been permitted. There is scope for further expansion of town centre uses onto the existing Newland car park;
- Land at Sherborne Hotel – was allocated in the 2006 Local Plan for employment development, and remains relevant as an important gateway site to the town;
- Former gasworks site, Gas House Hill – was allocated in the 2006 Local Plan for employment. The site is well located, close to the town centre and railway station.

However it has not come forward due to a number of reasons linked to viability and access. Some of the remediation work has now been done, and a mixed use development is considered the most feasible solution to redeveloping this brownfield site.

## 16.3 BARTON FARM URBAN EXTENSION

16.3.1 Land at Barton Farm was allocated in the 2006 Local Plan to meet the development needs of Sherborne up until 2016. The allocation was intended to deliver about 230 new homes, 4.2ha of employment workspace and community, leisure and recreation facilities. The Barton Farm Development Brief adopted in 2007 established a number of principles for development, based upon the local plan policies and public consultation. Although this site now has the benefit of outline planning permission (subject to the signing of a legal agreement) for a mixed-use development of up to 279 dwellings with community uses and employment, the allocation will be retained in the plan until such a time as the development is built out.

### **SHER1. LAND AT BARTON FARM**

**i) Land at Barton Farm, Sherborne, as shown on the policies map, is allocated for a comprehensive mixed use scheme for employment and residential development together with public open space. Development will be phased in accordance with the adopted Barton Farm Development Brief 2007, and will include the following:**

- **comprehensive landscape treatment to the boundaries of the site and within the development or enhancement of the site;**
- **the land should be developed comprehensively in association with employment uses and the provision of public open space;**
- **the phased development of the land to ensure that the employment facilities and the public open space are brought forward ahead of or in association with the housing development;**
- **the completion of junction improvements to the Sheplands Lane/ Yeovil Road A30/ Horsecastles Lane (A352) junction and the widening of Sheplands Lane to allow for two way traffic along part of its length;**
- **the provision of pedestrian access routes and cycle ways to the town centre, schools and other local facilities such as bus stops and the train station; and the provision of public transport infrastructure;**
- **the housing development should include a range of sizes, types and tenures including affordable housing;**
- **The provision of community infrastructure where appropriate to include open space and educational facilities.**

## 16.4 SHERBORNE TOWN CENTRE

- 16.4.1 The car park areas to the rear of Cheap Street offer development potential, and are likely to be the most suitable location for the expansion of the town centre area, if the need for additional retail floorspace arises. The provision of public car parking close to the town centre is, however, also important to its continuing success, and therefore any development will need to take this into account.
- 16.4.2 Any development should be well-integrated with the town centre, with adequate connections to Cheap Street, and preserve and enhance the character and appearance of the conservation area.

### **SHER2. FUTURE TOWN CENTRE EXPANSION**

- i) Land at Newland Car Park North and Newland Car Park South, as identified on the policies map, will be the preferred location for future expansion of the town centre area. Any scheme will need to retain the existing level of public car parking.**

## 16.5 LAND AT SHERBORNE HOTEL

- 16.5.1 This site was previously allocated in the 2006 Local Plan for employment uses (in addition to retaining the hotel use), and was not considered suitable for housing due to its gateway location and proximity to the A30. The hotel use is considered to be important locally in sustaining tourism and accommodating visitors to the local schools and businesses. This is reflected in the vision statement for Sherborne, which sees the town becoming a key inland visitor destination. The existing hotel building is however dated both in structure and design, with the potential for improvement, expansion or redevelopment. The open area of land to the front of the hotel is potentially underused and could accommodate either the replacement and/or enlargement of the hotel or the introduction of complementary business uses. It is not considered that a large scale retail development would be complementary to the existing hotel use or appropriate in terms of enhancing the tourism offer in the town, particularly at such an important gateway location.
- 16.5.2 Development will require improvements to the existing vehicular access with Horsecastles Lane, and a pedestrian footway from the site entrance to the A30 Yeovil Road should be constructed. The site is visually prominent in the street scene and therefore any development will need to be to a high specification in terms of design and landscaping. The design should reflect the gateway status of this location.



## **SHER3. LAND AT SHERBORNE HOTEL**

- i) Land at Sherborne Hotel, as shown on the policies map, is a key gateway site, that is allocated for the retention and/or expansion of the hotel use and other appropriate business uses.**

## **16.6 FORMER GASWORKS SITE, GAS HOUSE HILL**

- 16.6.1** The former gas works site was previously allocated in the 2006 Local Plan for employment. The site is well located, close to the town centre and railway station. However it has not come forward due to a number of reasons linked to viability, although remediation work has been undertaken to address the contamination.
- 16.6.2** A mixed use allocation for both housing and employment should provide greater flexibility to allow this site to be redeveloped effectively and reduce the potential impact on the amenity of the existing homes on Gas House Hill.
- 16.6.3** The access arrangements will need to be improved, as the current arrangements are narrow and partially within the flood plain. The site slopes steeply down from New Road, and has a strong treed boundary to the north, west and south which should be retained to minimise impact on wider views. There may be structural problems with the retaining wall along the southern boundary which would need to be resolved.

## **SHER4 THE FORMER GASWORKS SITE, GAS HOUSE HILL**

- i) Land outside flood risk zone at the former Gasworks on Gas House Hill, as shown on the policies map, is allocated for housing and employment.**
- ii) Any development will need to adequately address flood risk and highway access. A landscape strategy will be required to ensure that there is no significant adverse impact on wider landscape views.**



# Glossary



## Glossary

<p>Affordable housing</p>	<p>Social rented (normally owned by Housing Associations as registered providers, with rents set in accordance with the national rent regime), affordable rented (where the rent is set to be no more than 80% of the local market rent (including service charges, where applicable)) and intermediate housing (homes for sale and rent provided at a cost above social rent, but below market levels), provided to eligible households whose needs are not met by the market, having regard to local incomes and local house prices. Intermediate housing can include shared equity (shared ownership and equity loans), other low cost homes for sale that remain at an affordable price. Affordable housing should include provisions to remain at an affordable price for future eligible households or, where this is not possible, for the subsidy to be recycled for alternative affordable housing provision.</p>
<p>Air Quality Management Area</p>	<p>An area designated by the council that is not meeting national air quality objectives.</p>
<p>Amenity</p>	<p>The pleasant or normally satisfactory aspects of a location which contribute to its overall character and the enjoyment of residents or visitors</p>
<p>Ancient Woodland</p>	<p>Semi-natural woodlands which have been in existence since 1600 AD or before.</p>
<p>Areas of poorer quality agricultural land</p>	<p>Those graded lower under the Agricultural Land Classification (where the best and most versatile agricultural land has been graded as 1, 2 and 3a).</p>
<p>Biodiversity</p>	<p>The variety of life on Earth.</p>
<p>Brownfield land</p>	<p>Land that has been previously developed, but not including land that is or has been occupied by agricultural or forestry buildings, land that has been restored or returned to farmland or a natural state where the remains of any structures have blended into the landscape in the process of time, land in built-up areas used as private residential gardens or open space of public value.</p>
<p>Built tourist accommodation</p>	<p>Permanent tourist accommodation such as hotels, guesthouses, B&amp;Bs and holiday lets (homes restricted to holiday use). This does not include more temporary and mobile units such as caravans (even though these may remain in situ for many years) or second homes.</p>

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Caravan and camping sites	Sites which primarily provide accommodation in temporary and mobile units such as static caravans, pitches for touring caravans, tents or yurts.
Coastal Change Management Area	An area likely to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion). These will be defined through future policy
Community Infrastructure	A wide ranging definition including transport, flood defences, schools, hospitals, and other health and social care facilities, such as play areas, parks and green spaces, cultural and sports facilities, district heating schemes and police stations and other community safety facilities
Community Infrastructure Levy	A levy allowing the councils to raise funds from owners or developers of land undertaking new building projects in the area.
Community Travel Exchange	<p>A Community Travel Exchange has the aim of reducing the need to travel and distance travelled in rural areas by providing key services and collective transport opportunities locally.</p> <p>The concept looks to reinforce traditional village centres by reinstating services which were traditionally provided locally for example a parcel collection point and providing better access to non-local services such as library services. The services would be provided at, or accessed from, a single location which could be located in or associated with a village hall, parish office or church.</p>
Development Plan	Defined in section 38 of the Planning and Compulsory Purchase Act 2004 to include adopted Local Plans and neighbourhood development plans. It no longer includes regional strategies or county structure plans.
Disabled people	People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.
Dorset Historic Environment Record	Information service that seek to provide access to comprehensive and dynamic resources relating to the historic environment of Dorset for public benefit and use.

Edge of centre	For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account will also be taken of local circumstances.
Education and training facilities	Includes pre-school nursery provision, schools and colleges of further education (whether provided by the local education authority or independently), work-based learning and skills training and adult and community learning centres, and field study centres. It may also include cultural learning that can be provided through arts centres, visitor centres, libraries and museums.
Employment	For the purposes of this plan employment includes development in the B Use Classes such as offices, workshops and industrial premises, storage and distribution warehouses and sui generis uses commonly found on industrial estates. It also applies to non B class development which provides direct, on-going local employment opportunities such as tourism and retail. It does not apply to development that indirectly benefits the local economy (such as housing), and businesses such as farming, care homes and tourist accommodation providers, which are covered in other policies of the plan.
Employment sites	Land or premises that are presently in an employment use, or previously in an employment use if now vacant.
Environmental Impact Assessment	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
Geodiversity	The range of rocks, minerals, fossils, soils and landforms.
Green Infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Habitat	The place in which a species of animal or plant lives, providing a particular set of environmental conditions. Often used in a wider sense, referring to major assemblages or communities of plants and animals found together.

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Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. They are likely to hold evidence of the substance and evolution of places, and of the people and cultures that made them. Designated heritage assets include World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields and Conservation Areas designated under the relevant legislation. Features of a heritage asset include those which contribute to its special historical, archaeological, social, artistic or architectural interest.
Heritage Coast	A non-statutory designation defining areas of undeveloped coastline which are managed to conserve their natural beauty and, where appropriate, to improve accessibility for visitors.
In harmony	Forming a pleasing whole, and being sensitive to its surrounds
Live/work development	A property that is specifically designed for dual use – a combination of residential and employment space. It often requires a mixture of residential and business rates. Though live/work and home-working are closely related there are differences. A home-working property will have been designed primarily for residential use. A live/work property will often allow for a much higher intensity of work use.
Local centres / larger local centres	Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub post office and a pharmacy. Other facilities could include a hot food takeaway and launderette. Large villages may perform the role of a local centre. Small parades of shops purely of neighbourhood significance are not regarded as centres. Larger local centres in the plan area include Beaminster, Chickerell, Easton, West Bay, Fortuneswell and Littlemoor.
Local community buildings and structures	Can include shops, financial and professional services, schools, doctor’s surgeries, village halls, places of worship, restaurants, public houses, sports facilities and recreational open space normally used by the local community in which it is located.
Local Enterprise Partnership	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Nature Partnership	A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.
Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004.
Local Planning Authority	The public authority whose duty it is to carry out specific planning functions for a particular area.
Low carbon and renewable energy	Energy for heating and cooling as well as generating electricity, provided through renewable sources that occur naturally and repeatedly in the environment (eg wind, water, solar, biomass and geothermal heat) or through low carbon technologies which generate significantly less carbon emissions than compared to conventional use of fossil fuels.
Main town centre uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major Hazards	Major hazard installations and pipelines, licensed explosive sites and nuclear installations, around which Health and Safety Executive (and Office for Nuclear Regulation) consultation distances to mitigate the consequences to public safety of major accidents may apply.
Nationally or internationally designated wildlife sites	All sites of national, European and international importance are Sites of Special Scientific Interest (SSSIs, notified by Natural England under the Wildlife & Countryside Act 1981 for their special scientific interest). They will include Ramsar sites (designated under the Ramsar Convention on the Conservation of Wetlands of International Importance), Special Areas of Conservation (SACs, designated under EC Directive 92/43 on the conservation of natural habitats and wild fauna and flora), and National Nature Reserves (NNRs, designated by Natural England). Candidate sites are also included.

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<b>Nature Improvement Area</b>	Nature Improvement Areas are large, discrete areas that can deliver a step change in nature conservation, where a local partnership has a shared vision for their natural environment. Actions will be coordinated by a local partnership to deliver significant improvements for wildlife, through the management and creation of existing wildlife sites, wildlife corridors and stepping stones, restoration areas (where priority habitats are created) and buffer zones (to reduce pressures on existing wildlife sites). A national grant scheme, coordinated by the central government Department for Food and Rural Affairs, has been established to pilot this work. Wild Purbeck (which includes an area around Crossways in West Dorset) has been selected as one of 12 national pilots. Local Nature Improvement Areas may be developed based on the lesson learnt from the national projects.
<b>Neighbourhood Development Plan</b>	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004 and the Planning and the Localism Act 2011).
<b>Open space</b>	<p>All open space of public value, including not just land, but also areas of water (such as rivers and lakes) which offer important opportunities for sport and recreation and can act as a visual amenity.</p> <p>This includes:</p> <ul style="list-style-type: none"><li>• Parks, gardens and recreation grounds – sites with formal grass areas and seating, and which may or may not incorporate more formal outdoor sports facilities, children’s play areas or other community use types.</li><li>• Civic areas - such as a market square or pedestrianised high street.</li><li>• Cemeteries - including disused churchyards and other burial grounds</li><li>• Young people’s play areas - equipped play areas and specialist provision for young people, including skateparks, multi-use games areas (MUGAs) and teen shelters.</li><li>• Allotments and community orchards - land available for local residents to grow vegetables, fruit and flowers.</li><li>• Outdoor sports - sites specifically for participation in formal outdoor sports such as football, cricket, rugby, and hockey, bowling and tennis, including school sites available for community use.</li><li>• Amenity open space - informal recreation spaces and greenspaces in and around housing, with the primary purpose of providing opportunities for informal activities close to home or work or enhancing the appearance of residential or other areas</li><li>• Accessible natural or semi-natural green spaces and corridors– such as local beaches, rivers and lakes, nature reserves and recreational trails.</li></ul>



Open market housing	Homes available for sale on the open market without restriction.
Original building	A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.
Out of centre	A location which is not in or on the edge of a centre but not necessarily outside the urban area.
Out of town	A location out of centre that is outside the existing urban area.
Planning condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Planning obligation	A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
Pollution	Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.
Protected species	Species specially protected by the law, primarily under Schedules 1 (birds), 5 (amphibians, reptiles & mammals), and 8 (plants) of the Wildlife and Countryside Act 1981.
Residential care accommodation	Refers to care homes and other forms of supported housing such as close care schemes, extra care schemes, and continuing care retirement communities. These are normally classed as residential institutions (under Class C2 of the Town & country Planning (Use Classes) Order 1987) or sui generis and will have on-site care services (ranging from help with washing, dressing and giving medication, to having a qualified nurse on duty twenty-four hours a day), and the occupants will normally be dependant on this care and less mobile than occupiers of sheltered accommodation. Sheltered or similar age-restricted housing schemes for older persons fall within the same use class as dwelling houses (Class C3 of the Town & country Planning (Use Classes) Order 1987) and are not considered to be care accommodation.

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Retail development	Includes those uses classified as “A1” by the Use Classes Order - development for the retail sale of goods to the public. It can be sub divided into two categories: convenience shopping and comparison shopping. Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery. Comparison retailing is the provision of items not obtained on a frequent basis, including clothing, footwear, household and recreational goods. Retail development is a main town centre use.
Scheduled Monument	Scheduling refers to the legal system for protecting nationally important monuments and archaeological remains in England. Scheduled monuments are added to the ‘Schedule’ (the list of legally-protected monuments) by the Secretary of State for Culture, Media and Sport, who is advised by Historic England. Not all scheduled monuments are ancient. Some contain standing buildings or ruins, while others have no visible remains above ground.
Setting	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. The setting may include: <ul style="list-style-type: none"> <li>• the physical surroundings of the asset, including its relationship with other heritage assets;</li> <li>• the way the asset is appreciated; and</li> <li>• the asset’s associations and patterns of use.</li> </ul>
Shoreline Management Plan	A plan providing a large-scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.
Significance	The value of an asset (environmental, economic and social) to this and future generations because of its special interest. That interest may, for example, be archaeological, architectural, artistic or historic.
Site of Nature Conservation Interest (SNCI)	Sites selected for their habitat or species interest. In Dorset these sites are selected by an SNCI Panel with representatives of Dorset Wildlife Trust, Dorset Environmental Records Centre, Natural England and Dorset County Council.
Sui Generis	Uses that do not fall within any use class

Supplementary Planning Documents	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. They are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainable development	Can be described as ‘development which meets the needs of the present without compromising the ability of future generations to meet their own needs’. It is about supporting growth and innovation for jobs and prosperity, creating a high quality built environment with accessible local services and the homes to meet current and future needs, whilst protecting and enhancing our environment, using natural resources wisely and minimizing waste and pollution.
Tourism	All activities of visitors, including overnight visitors and same-day visitors, visits for business purposes as well as for holidays and recreation.
Transport Assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development. A more simplified version may be acceptable where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.
Travel plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
Use class	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as ‘Use Classes’. In many cases involving similar types of use, a change of use of a building or land does not need planning permission. Planning permission is not needed when both the present and proposed uses fall within the same ‘class’, or if the Town and Country Planning (Use Classes) Order says that a change of class is permitted to another specified class. For example, a greengrocer’s shop could be changed to a shoe shop without permission as these uses fall within the same ‘class’, and a restaurant could be changed to a shop or a estate agency as the Use Class Order allows this type of change to occur without requiring planning permission. Most external building work associated with a change of use is likely to require planning permission.

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Veteran tree	A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.
Wildlife corridor	An area of habitat connecting wildlife populations.
World Heritage Coast	An informal term used to include both the Dorset and East Devon Coast World Heritage Site, and the immediate towns and countryside which provide the education, accommodation and transport facilities that enable people to visit and understand the World Heritage Site.
World Heritage Site	An area considered to be of outstanding universal value, that meets one or more of the four criteria set out by the United Nations Educational, Scientific and Cultural Organisation (UNESCO). In Dorset, the World Heritage Site refers to the Dorset and East Devon Coast World Heritage Site, popularly known as the 'Jurassic Coast', which was designated because it is considered to be an outstanding example representing major stages of the Earth's history, including the record of life, significant ongoing geological processes in the development of landforms, and significant geomorphic or physiographic features.



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